The China Mail.

Established February, 1845.

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AGENTS FOR THE *CHINA MAIL*

LONDON:—F. ALGAR, 11 & 12, *Clement's Lane, Lombard Street*, E. C. GORDON STREET & CÖ, 30, *Cornhill*. GORDON & GOTCH, *Ludgate Circus*, E.C. BATES HENDY & Co., 37, *Walbrook*, E.C. SAMUEL DRAKOE & Co., 150 & 164, *Leadenhall Street*. W. M. WILLS, 151, *Cannon Street*, E.C. ROBERT WATSON, 150 *Fleet Street*

PARIS AND EUROPE:—AMBROSE PRINCE, 36, *Rue Lafayette Paris*.

NEW YORK:—J. STEWART HAPPER, THE CHINESE EVANGELIST OFFICE, 52, *West 22d Street*.

SAN FRANCISCO and American Ports generally:—BEAN & BLACK, *San Francisco*.

AUSTRALIA, TASMANIA, AND NEW ZEALAND:—GORDON & GOTCH, *Melbourne and Sydney*.

CEYLON:—W. M. SMITH & Co., THE APOTHECARIES Co., *Colombo*.

SINGAPORE, STRAITS, &c.:—KELLY & WALSH, LTD., *Singapore*.

CHINA:—*Macao*, A. A. DA CRUZ. *Amoy*, N. MOALLE & Co., LIMITED. *Foochow*, HEDGE & Co. *Shanghai*, LANE, CRAWFORD & Co., and KELLY & WALSH. *Yokohama*, LANE, CRAWFORD & Co., and KELLY & Co.

Notice of Firm.

NOTICE.

THE INTEREST and RESPONSIBILITY of the late Mr. THOMAS EDMUND DAVIES in our Firm CEASED on the 31st December last.

DOUGLAS LAPRAIK & Co.

Hongkong, March 6, 1893. 430

Banks.

THE BANK OF CHINA, JAPAN, AND THE STRAITS, LIMITED.

SUBSCRIBED CAPITAL,...£2,000,000.
CAPITAL CALLED UP,.... " 251,093.15.0.
RESERVE FUND, ... " 223,629.13.7.

Board of Directors.

WM. KESWICK, Esq., Chairman.
Adolf von André, Esq. | F. D. Sassoon, Esq.
Egbert Iveson, Esq. | H. D. Stewart, Esq.
David McLean, Esq.

Hongkong Committee.

The Hon'ble C. P. CHATER.
The Hon'ble J. J. BELL-IRVING.
H. HOPPIUS, Esq.

Head Office:
3, PRINCES STREET, LONDON.
Branches:
BOMBAY, CALCUTTA, HONGKONG & SHANGHAI
Agencies:
PENANG, SINGAPORE AND YOKOHAMA.

RATES OF INTEREST,
Allowed on Current Accounts and Fixed Deposits, can be ascertained on application.

CHANTREY INCHBALD,
Manager.

Hongkong, February 7, 1893. 247

HONGKONG SAVINGS BANK.

THE business of the above Bank is conducted by the HONGKONG AND SHANGHAI BANKING CORPORATION. Rules may be obtained on application.

INTEREST on deposits is allowed at 3½ PER CENT. per annum. Depositors may transfer at their option balances of $100 or more to the HONGKONG AND SHANGHAI BANK, to be placed on FIXED DEPOSIT at 4½ PER CENT. per annum.

For the Hongkong and Shanghai Banking Corporation,
F. DE BOVIS,
Chief Manager.

Hongkong, August 1, 1891. 1515

THE MERCANTILE BANK OF INDIA, LIMITED.
LATE
CHARTERED MERCANTILE BANK OF INDIA, LONDON & CHINA.

AUTHORISED CAPITAL,.....£1,500,000.
SUBSCRIBED,.....£1,125,000.

Bankers.
LONDON JOINT STOCK BANK, L'TD.

Interest allowed on Current Accounts at the Rate of 2 % per Annum on the Daily Balance.

ON FIXED DEPOSITS:—
For 12 Months,.....5 %
For 6 Months,.....4 %
For 3 Months,.....3 %

JOHN THURBURN,
Manager, Hongkong.

Hongkong, February 4, 1893. 228

HONGKONG AND SHANGHAI BANKING CORPORATION.

PAID-UP CAPITAL.....$10,000,000.
RESERVE FUND.....$ 3,600,000.
RESERVE LIABILITY OF PROPRIETORS.....$10,000,000.

COURT OF DIRECTORS:—
H. HOPPIUS, Esq.—Chairman.
C. J. HOLLIDAY, Esq.—Deputy Chairman.
Hon. James J. Bell Irving. | J. S. Lapraik, Esq.
Carl Jantzen, Esq. | J. S. Moses, Esq.
Julius Kramer, Esq. | D. R. Sassoon, Esq.
Gerald Slade, Esq.

CHIEF MANAGER:
Hongkong—F. DE BOVIS, Esq.

MANAGER:
Shanghai—J. P. WADE GARDNER, Esq.
LONDON BANKERS—LONDON AND COUNTY BANKING CO. LD.

HONGKONG—INTEREST ALLOWED.
On Current Account at the rate of 2 per cent. per annum on the daily balance up to $200,000.
On Fixed Deposits.—
For 6 months 3½ per cent. per annum.
" 12 " 4½ " " " up to $200,000.
" 12 " 4 " " " on sums in excess of $200,000.

F. DE BOVIS,
Chief Manager.

Hongkong, February 27, 1893. 1435

Banks.

THE NATIONAL BANK OF CHINA, LIMITED.

AUTHORIZED CAPITAL,.....£1,000,000.
SUBSCRIBED CAPITAL,.....£ 500,000.

HEAD OFFICE—HONGKONG.

Directors.

D. GILLIES, Esq. | CHOW TUNG SHANG, Esq.
CHAN KIT SHAN, Esq. | W. WOTTON, Esq.
C. J. HIRST, Esq. | KWAN HOI CHUEN, Esq.

Chief Manager.
GEO. W. F. PLAYFAIR.

Branches.
LONDON, YOKOHAMA, SHANGHAI, AMOY AND FOOCHOW.

Bankers.
THE COMMERCIAL BANK OF SCOTLAND. PARR'S BANKING CO'Y. and THE ALLIANCE BANK (LD.)

Interest for 12 months Fixed 5 %.
do. 6 do. do. 4 %.
do. 3 do. do. 3 %.
Current Accounts 2 %.

Hongkong, January 7, 1893. 47

Intimations.

GREEN ISLAND CEMENT COMPANY, LIMITED.

THE Fourth Ordinary General MEETING of the SHAREHOLDERS of the GREEN ISLAND CEMENT COMPANY, LIMITED, will be held TO-MORROW, the 9th March, at Noon, instead of TUESDAY, the 28th February, as previously advertised.

A PRIVATE MEETING of SHAREHOLDERS will be held IMMEDIATELY AFTERWARDS.

The Transfer BOOKS will be CLOSED until the 9th March.

ARNHOLD, KARBERG & Co.,
General Managers.

Hongkong, March 8, 1893. 357

NOTICE.

OCCIDENTAL & ORIENTAL STEAMSHIP COMPANY.

PACIFIC MAIL STEAMSHIP COMPANY.

UNTIL further Notice, FIRST CABIN PASSAGE RATES by these Companies' STEAMERS will be as follow:—

To San Francisco, Portland, Victoria, Vancouver ...	$250
To Chicago	$320
To New York	$360
To Liverpool and London ...	$380
To Paris	$400 to $418
To Hamburg...	$390 to $413
To Bremen...	$400 to $415

J. S. VAN BUREN,
Agent.

Hongkong, March 6, 1893. 427

CANADIAN PACIFIC RAILWAY COMPANY'S ROYAL MAIL STEAMSHIP LINE.

ALTERATION IN SALOON RATES.

UNTIL further Notice, 1ST CLASS RATES to Undermentioned Points will be as follows:—

FROM HONGKONG TO—

Pacific Coast Points	$250
Chicago	$320
Montreal, Boston and New York	$360
Liverpool or London...	$380

TO OTHER POINTS PRO-RATA.
SECOND SALOON RATES ABOLISHED.

E. HOLLOWAY,
General Agent.

Hongkong, March 4, 1893. 420

NOTICE.

THE following will be the RATES of PASSAGE MONEY by the Undernoted LINES until further Noticed:—

From Hongkong to	*1st Saloon.*	*2nd Saloon.*
London..... Plymouth.... Southampton Marseilles.... Brindisi..... Genoa..... Naples.....	$420	$250
	$395	$225

H. H. JOSEPH,
Superintendent, P. & O. S. N. Co.
G. DE CHAMPEAUX,
Agent, Messageries Maritimes Co.
MELCHERS & Co.,
Agents, North German Lloyds S.S. Co.

Hongkong, March 6, 1893. 428

HONGKONG FIRE INSURANCE COMPANY, LIMITED.

NOTICE TO SHAREHOLDERS.

THE Twenty-Fourth Ordinary Annual MEETING of SHAREHOLDERS in the Company, will be held at the OFFICES of the Company, Pedder's Street, on FRIDAY, the 10th Proximo, at Noon, to receive a Statement of Accounts to the 31st December, 1892, the Report of the General Managers, and to elect a Consulting Committee and Auditors.

The Transfer BOOKS of the Company will be CLOSED from the 25th Instant to the 10th Proximo, both days inclusive.

JARDINE, MATHESON & Co.,
General Managers,
Hongkong Fire Insurance Co., Ld.

Hongkong, February 11, 1893. 282

THE HONGKONG ROPE MANUFACTURING COMPANY, LIMITED.

THE Ninth Ordinary General MEETING of SHAREHOLDERS will be held at the OFFICE of the Company, Praya Central, on MONDAY, 20th March, 1893, at 12.30 o'clock p.m., for the purpose of receiving the Report of the General Managers, declaring a Dividend, and electing a Consulting Committee and Auditors.

The Transfer BOOKS of the Company will be CLOSED from the 5th to the 20th March, both days inclusive.

SHEWAN & Co.,
General Managers.

Hongkong, February 28, 1893. 382

Business Notices.

LANE, CRAWFORD & Co.

SINGLE STICKS AND MASKS.
FENCING FOILS AND MASKS.
NEW VENTILATED BOXING GLOVES.
FOOTBALLS, DUMB BELLS, QUOITS.

RALEIGH BICYCLES.

AMERICAN "HARTS" SQUEEZERS" PLAYING CARDS, CHESS, BACKGAMMON, DRAUGHTS, DOMINOES, DICE AND CUPS, DRAUGHT AND CHESS BOARDS.

CRICKETING SUNDRIES.

BILLIARD CUES:—A Good Assortment of Plain-ash, Balanced Handles and Champion.

BILLIARD BALLS, CUE TIPS, CEMENT, POCKETS, CLOTH, RESTS, CHALK, CUE-TIP-FASTENERS, SPOTS, BRUSHES, &c.

A COMBINATION BILLIARD AND DINING TABLE.

SALOON and ROOK RIFLES, MATCH RIFLES, COLTS' REPEATING CARBINES, WINCHESTER MAGAZINE CARBINES.

HAMMERLESS FOWLING PIECES IN CASES, COMPLETE.

SMITH & WESSON'S REVOLVERS, 'BULL DOG' REVOLVERS, COLTS' REVOLVERS. SADDLERY and STABLE REQUISITES.

LANE, CRAWFORD & Co.

Hongkong, March 2, 1893. 400

ROBERT LANG & Co.

NEW GOODS.

A LARGE SELECTION OF WHITE AND STRIPE FLANNELS AND SERGES.

TROPICAL TWEEDS, HOMESPUNS AND COATINGS.
TERAI HATS (ALL COLORS) AND SUN HATS.
BOOTS AND SHOES.
WATERPROOF COATS AND UMBRELLAS.
&c., &c., &c. 865

HONGKONG HOTEL.

Telegraphic Address, "*Kremlin*"—*A.B.C. Code.* *Telephone,* *No.* 32.

THE MOST COMMODIOUS and BEST-APPOINTED HOTEL in the Far East; situated in the centre of the town, opposite the General Post Office and the Hongkong Club, and adjacent to Pedder's Wharf (the principal landing stage of the Colony).

The HOTEL STEAM LAUNCH conveys passengers and baggage to and from all Mail Steamers.

The TABLE D'HOTE, at separate tables, is supplied with every delicacy.

The BED-ROOMS, with adjoining BATH-ROOMS, are lofty and well ventilated, open on to spacious Verandahs, are lighted by gas and fitted throughout with electric communicators.

The READING, WRITING, and SMOKING ROOMS, LADIES' DRAWING ROOMS, the NEW BAR and PUBLIC BILLIARD ROOMS (Six English and American Tables) are fitted with every convenience.

A GRILL ROOM, where chops, steaks, &c., are served at any hour, adjoins the HOTEL.

WINES and SPIRITS of the BEST BRANDS only.

HYDRAULIC ASCENDING-ROOMS of the latest and most approved type convey passengers and baggage from the Entrance Hall to each of the five floors above.

NIGHT PORTERS and WATCHMEN are continually on duty.

R. TUCKER, *Manager.*

Hongkong, October 21, 1892. 1842

NOVELTIES.

JUST RECEIVED.

NEW DRESS MATERIALS,
NEW MILLINERY,
THE DRESS MAKING & MILLINERY DEPTS.
are under experienced Management.
CHARGES MODERATE.

Hongkong Trading Co.

1, 3, 5 & 7, *D'AGUILAR STREET.* 415

THE MOUNT AUSTIN HOTEL,

Telegraphic address "EXCELSIOR," Hongkong, A. B. C. Code. 1,400 FEET ABOVE SEA LEVEL. TELEPHONE No. 35.

TARIFF FROM DECEMBER 1ST, 1892, UNTIL APRIL 30TH, 1893, SUBJECT TO ACCOMMODATION BEING AVAILABLE.

Board and Lodging by the Day, one person	$ 3.00
Board and Lodging by the Day for Married Couples occupying one room	4.50
Board and Lodging by the Month, one person	60.00
Board and Lodging by the Month for Married Couples occupying one room ...	100.00

CHILDREN BY SPECIAL ARRANGEMENT.

Sitting-room by the Day	$ 2.50	Tiffin	$ 1.00
Sitting-room by the Month	30.00	Dinner	1.50
Extra Bed-room by the Day ...	2.00	European Servants by the Day ...	1.00
Extra Bed-room by the Month ...	20.00	European Servants by the Month (Bedroom extra)...	20.00
Bed and Breakfast...	2.50	Chinese Servants by the Day ...	$ 0.15
Breakfast	0.75		

TRAMWAY TICKETS will be supplied to Residents and Visitors at the Hotel at reduced rates.—For further Particulars apply at the Company's OFFICE, 38 and 40, Queen's Road Central, or to R. ISHERWOOD, *Manager*, MOUNT AUSTIN HOTEL.

Hongkong, October 7, 1892. 1758

W. POWELL & Co.

FIRST DELIVERIES OF
WASHING DRESS MATERIALS.
WHITE DRESS GOODS.
COLOURED PRINTS.
FANCY ZEPHYRS.
&c., &c., &c.

W. POWELL & Co.

Hongkong, March 4, 1893. 416

Positively the Best Hair Dressing for Strengthening, Beautifying and Preserving the Hair,

EDWARD'S
"HARLENE"
POSITIVELY FORCES
Luxuriant Hair, Whiskers and Mustachios

To Grow Heavily in a Few Weeks, without Injury to the Skin, and no matter at what age. The world-renowned Remedy for Baldness, from whatever cause arising. As a Producer of Whiskers & Mustachios it has never been equalled. As a Curer of Weak and Thin Eyelashes, or Restoring Grey Hair to its Original Colour, Never Fails.

1/- 2/6, 3/6, and 5/6 per Bottle, from Chemists, Hairdressers, and Perfumers, all over the World.

AFTER USE. AFTER USE.

To be obtained from the leading Merchants, Wholesale Druggists, Chemists and Perfumers throughout the country.
EDWARDS & Co., 95, High Holborn, LONDON.

PRIVATE BOARD & RESIDENCE.

MRS. FALCONER has VACANCIES for RESIDENT BOARDERS, at Kowloon, Victoria View.

Hongkong, March 4, 1893. 424

PRIVATE BOARD AND RESIDENCE,
'GLENEALY BUILDINGS,'
(*Nos.* 12 *and* 14, *Wyndham Street.*)

MRS. GILLANDERS has VACANCIES for RESIDENT BOARDERS and VISITORS also Accommodation for TABLE BOARDERS.

Hongkong, July 4, 1892. 1094

Intimations.

VICTORIA COLLEGE.

TERM BEGINS SATURDAY NEXT, 11TH MARCH.

ALL Applicants for ADMISSION or RE-ADMISSION should present themselves, accompanied by PARENTS or GUARDIANS, in the College Hall, on FRIDAY NEXT, 10th March, at 9 a.m.

Fees as formerly.

Class, I.,	$36	per annum.
II., III.,	24	"
Remainder,	12	"

GEO. H. BATESON WRIGHT, D.D.,
Head Master.

VICTORIA COLLEGE,
7th March, 1893. 447

IN THE SUPREME COURT OF HONGKONG.

PROBATE JURISDICTION.

In the Goods of FRANK NEEP JACKSON, formerly of Singapore in the Straits Settlements, but late of Victoria, in the Colony of Hongkong, TIMBER MERCHANT, *Deceased.*

NOTICE is hereby given that in accordance with the Provisions of Ordinance No. 9 of 1870, Section 3, an Order has been made by The Honourable FIELDING CLARKE, L.L.B., Chief Justice of Hongkong, limiting the time for Creditors to send in their CLAIMS against the above Estate to the 30TH DAY OF APRIL, 1893, and that all such CLAIMS are to be sent in to ROBERT LANG, of No. 26, Queen's Road Central, Victoria, Hongkong, Outfitter, the Executor in Hongkong, or to the Undersigned, on or before that date, or notice will not be taken of them.

All Persons INDEBTED to the said Estate are requested to make immediate Payment to the said Executor or to the Undersigned.

Dated at Hongkong, the 2nd day of March, 1893.

MATTHEW J. D. STEPHENS,
18, Bank Buildings,
Queen's Road Central,
Hongkong.
Solicitor for the said Executor in Hongkong.

399

PIESSE & LUBIN
PERFUMERY FACTORS
from every flower that breathes a fragrance
SWEET SCENTS
LOXOTIS OPOPONAX
FRANGIPANNI PSIDIUM
May be obtained of any Chemist or Perfumer.
2 New Bond Street London

HONGKONG RIFLE ASSOCIATION.

THE Short RANGE CUP and SPOONS will be Shot for on SATURDAY, the 11th Instant. Ranges, 200 and 300 yards. Time, 3 p.m.

The Range is reserved To-day, the 6th Instant, for the use of the Navy.

ED. ROBINSON.
Hon. Secretary.

Hongkong, March 6, 1893. 432

THE IMPERIAL CHINESE TELEGRAPH ADMINISTRATION.

JUNCTION
BETWEEN
THE CHINESE LINES AND THE RUSSIAN LINES.

JUNCTION between the Chinese Lines and the Russian Lines having been Established at TWO PLACES, namely at HUNCHUN and at HELAMPO, Telegrams are now accepted at all CHINESE STATIONS for Transmission via the said Junctions at the following Rates per Words:—

To EUROPE (Russia excepted)...$2.00
To RUSSIA in Europe..... 1.12
To RUSSIA in Asia..... 0.88
To AMERICA $2.00 plus the rate from Europe to America.

To other Places, rates can be ascertained on Application. Telegrams should be directed 'via RUSSO-CHINESE LANDLINES or HELAMPO,' which direction is Transmitted Free of Charge.

The above Rates are per SINGLE WORD and there is no restriction, that the Sender shall pay for a certain minimum number of words.

There is no Extra Charge.

SHENG HUNG-SHUEN,
Director General, Tientsin.
O. MÖLLER,
Traffic Superintendent, Shanghai.
WAN CHUNG YEN,
Manager, Hongkong.

Hongkong, March 3, 1893. 425

CHINA SUGAR REFINING COMPANY, LIMITED.

NOTICE.

AN EXTRAORDINARY General MEETING of SHAREHOLDERS will be held at the OFFICE of the General Agents, Pedder's Street, at Noon, on SATURDAY, the 18th March, to Confirm the following Resolution passed at the Extraordinary General Meeting held This Day:—

'That the Capital of the Company be raised to $2,000,000 by the issue of 5,000 New Shares of $100 each, to be issued at such price, to such parties and upon such terms and conditions as to calls or otherwise howsoever, as the General Agents and Consulting Committee shall think fit, and that the figures 1,500 be eliminated from Article 59 of the Company's Articles of Association and the figures 2,000 substituted therefor, and that the Special Resolutions of March, 1887, and everything done thereunder be hereby passed and confirmed.'

JARDINE, MATHESON & Co.,
General Agents.

Hongkong, March 2, 1893. 408

Auctions.

PUBLIC AUCTION
OF
OLD CHINESE PORCELAIN, PEKIN EMBROIDERIES AND CURIOS.

THE Undersigned has received instructions to Sell by Public Auction, on

SATURDAY,

the 11th March, 1893, commencing at 2.30 p.m., at his Sales Rooms, Duddell Street,—

Received from Pekin direct,
A VERY FINE AND VALUABLE COLLECTION OF
OLD CHINESE PORCELAINS, EMBROIDERIES AND CURIOS,
comprising:—

VASES, JARS, PLATES, BASINS, ETC., IN 5-COLORS, BLUE and WHITE, BLACK ETC., ETC., FROM THE MING DYNASTY and the REIGNS of KANGHI, KIENLUNG to MORE MODERN DATES; MING RHINOCEROS HORNS, MING SANG DE BŒUF and CRACKLE VASES, MING SOOCHOW LAQUER, ETC., ETC.

A VERY FINE LOT OF OLD PEKIN SILK EMBROIDERED HANGINGS, COATS and OTHER EMBROIDERY, OLD PEKIN ENAMELLED VASES, SNUFF-BOTTLES, BLUE and WHITE and FIVE COLORED SCREENS.

And
OTHER CURIOS.

Catalogues will be issued previous to the Sale, and the above will be on view on *Friday next.*

TERMS OF SALE.—Cash on delivery.

GEO. P. LAMMERT,
Auctioneer.

Hongkong, March 4, 1893. 426

FOR SALE.

THE GOOD S.S. *PEKIN* and S.S. *KWONG-MO.*

For Particulars, apply to
SUI KEE CHAN,
53, *Bonham Strand West.*

Hongkong, November 14, 1892. 1993

Shipping.

Steamers.

SHIRE LINE OF STEAMERS.

FOR SINGAPORE, HAVRE, LONDON, HAMBURG AND ANTWERP.

The Steamship *Cardiganshire*, Captain SINCOCK, will be despatched as above on or about the 15th Instant.

For Freight or Passage, apply to
DODWELL, CARLILL & Co.,
Agents.

Hongkong, March 1, 1893. 386

RUSSIAN STEAM NAVIGATION IN THE EAST.

FOR NAGASAKI & WLADIVOSTOCK,
With leave to call at SHANGHAI *and* CHEFOO *and to tranship* WLADIVOSTOCK *Cargo at* NAGASAKI *or* SHANGHAI *into other of the Company's Steamers.*

The Co.'s Chartered Steamship *Tritos* will be despatched as above on or about THURSDAY, the 16th Instant.

For Freight, apply to
DODWELL, CARLILL & Co.,
Agents.

Hongkong, March 6, 1893. 429

STEAM TO YOKOHAMA *VIA* NAGASAKI AND KOBE.
(*Passing through the* INLAND SEA.)

The P. & O. S. N. Co.'s Steamship *Verona*, Capt. F. R. SEYMOUR, will leave for the above places on FRIDAY, the 17th Instant, at Noon.

For Freight or Passage, apply to
H. H. JOSEPH,
Superintendent.

P. & O. S. N. Co.'s Office,
Hongkong, March 6, 1893. 438

OCEAN STEAMSHIP COMPANY.

FOR LONDON *VIA* SUEZ CANAL.

The Co.'s Steamship *Telamon*, Capt. JACKSON, will be despatched as above on FRIDAY, the 17th Instant.

For Freight or Passage, apply to
BUTTERFIELD & SWIRE,
Agents.

Hongkong, March 4, 1893. 418

FOR YOKOHAMA AND KOBE.

The Steamship *Kingsland* will be despatched as above on or about the 17th Instant.

For Freight, apply to
JOHN ANDREW,
Agent,
5, Duddell Street.

Hongkong, March 7, 1893. 445

GLEN LINE OF STEAM PACKETS.

FOR MARSEILLES AND LONDON, *VIA* SUEZ CANAL.

The Steamship *Glenavon*, Capt. A. J. JACOBS, will be despatched as above on or about WEDNESDAY, the 22nd March.

This Steamer has superior Accommodation for Passengers, and carries a Doctor and Stewardess.

For Freight or Passage, apply to
JARDINE, MATHESON & Co.,
Agents.

Hongkong, February 21, 1893. 345

Shipping.

Steamers.

CHINA NAVIGATION COMPANY, LIMITED.

FOR MANILA *VIA* AMOY.

The Steamship *Sungkiang*, Captain DOND, will be despatched on THURSDAY, the 9th Instant, at 4 p.m.

For Freight or Passage, apply to
BUTTERFIELD & SWIRE,
Agents.

Hongkong, March 4, 1893. 419

SHIRE LINE OF STEAMERS.

FOR KOBE AND YOKOHAMA.

The Steamship *Radnorshire*, Capt. F. DAVIES, R.N.R., will be despatched as above on or about THURSDAY, the 9th Instant.

For Freight or Passage, apply to
DODWELL, CARLILL & Co.,
Agents.

Hongkong, March 1, 1893. 393

COMPAGNIE DES MESSAGERIES MARITIMES.

STEAM FOR HOIHOW & HAIPHONG.
(*Taking Passengers and Cargo for* TOURANE & QUINHON.)

The Co.'s Steamship *Haiphong*, Captain GALLETTI, will leave for the above Ports on SATURDAY, the 11th Inst., at Noon.

For Freight or Passage, apply to
G. DE CHAMPEAUX,
Agent.

Hongkong, March 7, 1893. 448

NAVIGAZIONE GENERALE ITALIANA
(FLORIO & RUBATTINO UNITED COMPANIES.)

STEAM FOR
SINGAPORE, PENANG & BOMBAY,
Having connection with Company's Mail Steamers to ADEN, SUEZ, PORT SAID, MESSINA, NAPLES, (LEGHORN), and GENOA; also all MEDITERRANEAN, ADRIATIC, LEVANTINE and SOUTH AMERICAN PORTS, up to CALLAO. Taking Cargo at through rates to PERSIAN GULF and BAGDAD.

The Co.'s Steamship *Bormida*, F. ANSALDO, Master, will be despatched as above on SATURDAY, the 11th Inst., at Noon, instead of as previously notified.

At BOMBAY the Steamers are discharging in VICTORIA DOCK.

For further Particulars regarding Freight and Passage, apply to
CARLOWITZ & Co.

Hongkong, March 6, 1893. 431

FOR SHANGHAI.

The Steamship *Energia*, Captain STOKES, will be despatched as above on or about SATURDAY, the 11th Instant.

For Freight or Passage, apply to
DODWELL, CARLILL & Co.,
Agents.

Hongkong, March 6, 1893. 435

STEAM TO SHANGHAI.

The P. & O. S. N. Co.'s Steamship *Malacca*, Captain C. F. PRESTON, R.N.R., will leave for the above place on or about SUNDAY, the 12th Instant, at Daylight.

For Freight or Passage, apply to
H. H. JOSEPH,
Superintendent.

P. & O. S. N. Co.'s Office,
Hongkong, March 6, 1893. 436

STEAM TO STRAITS AND BOMBAY.
(*Calling at* COLOMBO, *if sufficient inducement offers.*)

The P. & O. S. N. Co.'s Steamship *Nizam*, Capt. F. N. TILLARD, will leave for the above places on TUESDAY, the 14th Instant, at Noon.

For Freight, apply to
H. H. JOSEPH,
Superintendent.

P. & O. S. N. Co.'s Office,
Hongkong, March 6, 1893. 437

Sailing Vessels.

FOR SAN FRANCISCO.

The 100 *A.I.* British Ship *Celtic Chief*, Owen, Master, will load here for the above Port, and will have quick despatch.

For Freight, apply to
SHEWAN & Co.

Hongkong, February 20, 1893. 333

HONGKONG AND WHAMPOA DOCK COMPANY, LIMITED.

NOTICE TO SHAREHOLDERS.

THE DIVIDEND of 6 PER CENT. per SHARE for the Six Months ending 31st December, 1892, declared at Tuesday's Ordinary Yearly Meeting, will be PAYABLE at the Premises of the HONGKONG & SHANGHAI BANKING CORPORATION, on and after WEDNESDAY, the 1st March, and SHAREHOLDERS are requested to apply for DIVIDEND WARRANTS at the Company's OFFICE, No. 14, Praya Central.

By Order of the Board of Directors,
D. GILLIES,
Secretary.

Hongkong, February 28, 1893. 381

SAILOR'S HOME.

ANY Cast-off CLOTHING, BOOKS, or PAPERS will be thankfully received at the Sailor's Home, West Point.

Address: Care of SUPERINTENDENT

Entertainment.

THEATRE ROYAL.

GRAND ENGLISH COMEDY SEASON.
Under the Distinguished Patronage of
His Excellency the Governor
Sir WILLIAM ROBINSON, K.C.M.G.,
Lady ROBINSON, Family and Suite,
and
His Excellency Major-General BARKER, C.B.

MONDAY, 13th March, 1893.

First appearance in Hongkong of the

LONDON LYRIC COMPANY.

18 ARTISTS 18.

Proprietors... { F. BROTT HARDY and J. SAVILLE SMITH.
Director ....J. SAVILLE SMITH.

Acknowledged the best Company that has ever visited the East.

REPERTOIRE OF OVER 20 PIECES,
Comprising the newest and most successful London productions.

CHANGE OF PLAY NIGHTLY.
4 PERFORMANCES WEEKLY.

Commencing MONDAY, 13th March,

'MY UNCLE,'

Farcical Comedy in 3 Acts, from Terry's Theatre, London.
Concluding with the Newest World-Wide Sensation,
'THE SERPENTINE DANCE.'

Popular Prices.
Dress Circle and Stalls $2.
Back Seats $1.
Books of Eight Tickets..........$13.

Box Plan at Messrs. Kelly & Walsh, Ld.

Doors Open at 8.30. Commence 9.

S. GENESE,
Business Manager.

Hongkong, March 4, 1893. 417

Intimations.

Kelly & Walsh, Ld.

BOOKS FOR THE STUDY OF CHINESE.

	$ c.
Cantonese Made Easy ... ... } by J. Dyer Ball	3.00
How to Speak Cantonese ...	3.00
How to Write Chinese	2.00
How to Write the Radicals ...	75
English Cantonese Pocket Vocabulary...	75
Cantonese Made Easy Vocabulary...	1.00
Select Phrases in the Canton Dialect, by Rev. Dr. Kerr	50
Chalmers' Cantonese—English Dictionary	3.00
Notes on the Chinese Documentary Style, by Dr. Hirth...	1.50
Dr. Hirth's Text Book of Documentary Chinese, 2 vols.	4.00
Wade's Tzu Erh Chi, Colloquial, 3 vols.	15.00
Watters' Essays on the Chinese Language...	3.50
Giles' Chinese without a Teacher ...	1.00
Fosters' Elementary Lessons in Chinese	1.00
Eitels' Chinese Dictionary, complete, with Supplement	11.75
Dr. Chalmers on the Structure of Chinese	4.00

NOW READY.

Complete in 3 Parts, Price $35.

A CHINESE ENGLISH DICTIONARY,
BY
HERBERT A. GILES.
H. B. M. Consular Service.

401 KELLY & WALSH, LTD.

THE CANTON INSURANCE OFFICE, LIMITED.

Adjustment of Bonus for the Year 1892.

CONTRIBUTORS to the above Office are requested to Furnish the Undersigned with a List of their Contributions for the year ending 31st December, 1892, in Order that the DISTRIBUTION of BONUS may be arranged. Returns not rendered prior to the 31st day of March instant, will be adjusted by the Office, and no Claims or Alterations will be subsequently admitted.

JARDINE, MATHESON & Co.,
General Agents,
Canton Insurance Office, Limited.

Hongkong, March 1, 1893. 391

Notices to Consignees.

THE CHINA MUTUAL STEAM NAVIGATION COMPANY, LIMITED.

NOTICE TO CONSIGNEES.

FROM LIVERPOOL & SINGAPORE.

THE Company's S.S. *Chingwo* having arrived from the above Ports, Consignees of Cargo are hereby informed that their Goods are being landed at their risk into the Godowns of the Hongkong & Kowloon Wharf & Godown Co., Kowloon, whence delivery may be obtained.

No Claims will be admitted after the Goods have left the Godowns, and all Claims must be sent in to the Office of the Undersigned before Noon, on the 13th Instant, or they will not be recognized.

All broken, chafed, and damaged Goods are to be left in the Godowns, where they will be examined on the 11th Instant.

No Fire Insurance has been effected, and any Goods remaining in the Godowns after the 13th Instant will be subject to rent.

Optional Cargo will be forwarded unless notice to the contrary be given before Noon To-day.

Bills of Lading will be countersigned by

ARNHOLD, KARBERG & Co.,
Agents.

Hongkong, March 7, 1893. 443

GLEN LINE OF STEAM PACKETS.

FROM MIDDLESBRO', LONDON AND SINGAPORE.

THE Steamship *Glenogle* having arrived from the above Ports, Consignees of Cargo by her are hereby informed that their Goods are being landed at their risk into the Godowns of the Hongkong and Kowloon Wharf and Godown Co., Ltd., at Kowloon, whence delivery may be obtained.

Cargo remaining undelivered after the 12th Instant will be subject to rent.

No Fire Insurance has been effected.

Consignees are requested to present all Claims for damages and/or shortages not later than the 19th Instant, otherwise they will not be recognized.

Bills of Lading will be countersigned by

JARDINE, MATHESON & Co.,
Agents.

Hongkong, March 6, 1893. 440

Notices to Consignees.

NOTICE TO CONSIGNEES.

FROM CALCUTTA, PENANG AND SINGAPORE.

THE S.S. *Catherine Apcar* having arrived from the above Ports, Consignees of Cargo are hereby informed that their Goods will be delivered from alongside.

Cargo impeding the discharge or remaining on board after the 9th Instant will be landed at Consignees' risk and expense into the Godowns of the Wanchai Warehouse and Storage Co., Ltd., Wanchai.

No Fire Insurance will be effected.

Bills of Lading will be countersigned by

DAVID SASSOON, SONS & Co.,
Agents.

Hongkong, March 7, 1893. 444

NOTICE TO CONSIGNEES.

STEAMSHIP *STRATHLEVEN,* FROM NEW YORK

CONSIGNEES of Cargo are hereby requested to send in their Bills of Lading to the Undersigned for countersignature, and to take immediate delivery of their Goods from alongside.

Cargo impeding the discharge of the Steamer will be at once landed and stored into the Godowns of the Kowloon Wharf & Godown Co., at Kowloon, at Consignees' risk and expense, and no Fire Insurance will be effected.

All Claims against the Steamer must be presented to the Undersigned immediately or they will not be recognised.

DODWELL, CARLILL & Co.,
Agents.

Hongkong, March 2, 1893. 398

FROM HAMBURG, PENANG AND SINGAPORE.

THE S.S. *Daphne,* Captain J. Voss, having arrived from the above Ports, Consignees of Cargo are hereby requested to send in their Bills of Lading for countersignature by the Undersigned, and to take immediate delivery of their Goods from alongside.

Any Cargo impeding her discharge will be landed into the Godowns of the Hongkong & Kowloon Wharf & Godown Co., Ld., and stored at Consignees' risk and expense.

No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 10th Inst. will be subject to rent.

All broken, chafed, and damaged Goods are to be left in the Godowns, where they will be examined on the 10th Inst., at 4 p.m.

No Fire Insurance has been effected.

SIEMSSEN & Co.,
Agents.

Hongkong, March 3, 1893. 412

To-day's Advertisements.

CHINA NAVIGATION COMPANY, LIMITED.

FOR YOKOHAMA AND KOBE.

The Steamship *Chingtu,* Captain Innes, will be despatched at Daylight TO-MORROW, the 9th Instant.

For Freight or Passage, apply to

BUTTERFIELD & SWIRE,
Agents.

Hongkong, March 8, 1893. 403

DOUGLAS STEAMSHIP COMPANY, LIMITED.

FOR SWATOW, AMOY AND TAIWANFOO.

The Co.'s Steamship *Thales,* Capt. Bathurst, will be despatched for the above Ports on FRIDAY, the 10th Instant, at Daylight.

For Freight or Passage, apply to

DOUGLAS LAPRAIK & Co.,
General Managers.

Hongkong, March 8, 1893. 451

OCEAN STEAMSHIP COMPANY.

FOR LIVERPOOL *VIA* SUEZ CANAL.

The Co.'s Steamship *Achilles,* Capt. Day, will be despatched as above on FRIDAY, the 10th Instant, at Daylight.

For Freight or Passage, apply to

BUTTERFIELD & SWIRE,
Agents.

Hongkong, March 8, 1893. 407

INDO-CHINA STEAM NAVIGATION COMPANY, LIMITED.

FOR SHANGHAI (DIRECT.)

(Taking Cargo & Passengers at through rates for NINGPO, CHEFOO, TIENTSIN, HANKOW *and Ports on the* YANGTSZE.)

The Co.'s Steamship *Taisang,* Capt. H. W. Hogg, will be despatched as above on FRIDAY, the 10th Inst., at 4 p.m.

For Freight or Passage, apply to

JARDINE, MATHESON & Co.,
General Managers.

Hongkong, March 8, 1893. 454

OCEAN STEAMSHIP COMPANY.

FOR SHANGHAI *VIA* AMOY.

(Taking Cargo & Passengers at through rates for NINGPO, CHEFOO, NEWCHWANG, TIENTSIN, HANKOW *and Ports on the* YANGTSZE.)

The Co.'s Steamship *Agamemnon,* Capt. Williams, will be despatched as above on THURSDAY, the 16th Instant.

For Freight or Passage, apply to

BUTTERFIELD & SWIRE,
Agents.

Hongkong, March 8, 1893. 455

FOR SINGAPORE, HAVRE AND HAMBURG.

(*Calling at* NAPLES *for landing Passengers.*)

(*Taking Cargo at through rates to* ANTWERP, AMSTERDAM, ROTTERDAM, LISBON, OPORTO, LONDON, LIVERPOOL AND BREMEN.)

The Steamship *Priok,* Captain L. Madsen, will be despatched for the above Ports on FRIDAY, the 17th Inst., at Noon.

This Steamer has superior Accommodation for First and Second Class Passengers and carries a Doctor and a Stewardess.

For Freight or Passage, apply to

SIEMSSEN & Co.,
Agents.

Hongkong, March 8, 1893. 453

To-day's Advertisements.

FOR SHANGHAI.

The Steamship *Ningpo,* Capt. Th. Lehmann, will be despatched for the above Port on SATURDAY, the 11th Inst., at 4 p.m.

For Freight or Passage, apply to

SIEMSSEN & Co.

Hongkong, March 8, 1893. 452

FOR NEW YORK *VIA* SUEZ CANAL.

The Steamship *Hankow,* West, Commander, will be despatched for the above Port at Daylight on SUNDAY, the 12th Instant.

For Freight or Passage, apply to

DODWELL, CARLILL & Co.,
Agents.

Hongkong, March 8, 1893. 308

NORTHERN PACIFIC STEAMSHIP AND RAILROAD COMPANIES.

Proposed Sailings from Hongkong, 1893.

(Subject to Alteration).

Mogul..............	Thursday	March 18.
Victoria..............	Tuesday	April 4.
Tacoma..............	Tuesday	May 2.

THE Steamship *MOGUL,* Captain Golding, sailing at Noon, on THURSDAY, the 18th March, will proceed to VICTORIA, B.C., and TACOMA, *via* SHANGHAI, INLAND SEA, KOBE and YOKOHAMA.

Through Bills of Lading issued to Japan, Pacific Coast Points, and to Canadian and United States Points.

Consular Invoices of Goods for United States Points should be in quadruplicate; and one copy must be sent forward by the steamer to the care of The General Agent Northern Pacific Railroad, Tacoma, Wash.

Parcels must be sent to our Office with address marked in full by 5 p.m., on the day previous to sailing.

For further information as to Passage or Freight, apply to

DODWELL, CARLILL & Co.,
Agents.

Hongkong, March 8, 1893. 457

NOTICE.

COMPAGNIE DES MESSAGERIES MARITIMES.

PAQUEBOTS POSTE FRANCAIS.

STEAM FOR

SAIGON, SINGAPORE, BATAVIA, COLOMBO, ADEN, SUEZ, PORT SAID, MEDITERRANEAN AND BLACK SEA PORTS, ALEXANDRIA, MARSEILLES, LONDON, HAVRE AND BORDEAUX;
ALSO
PORTS OF BRAZIL AND LA PLATA.

ON WEDNESDAY, the 22nd March, 1893, at Noon, the Company's S.S. *CALEDONIEN,* Commandant Flandin, with MAILS, PASSENGERS, SPECIE, and CARGO, will leave this Port for the above places.

Cargo and Specie will be registered for London as well as for Marseilles, and accepted in transit through Marseilles for the principal places of Europe.

Shipping Orders will be granted till Noon.

Cargo will be received on board until 4 p.m. Specie and Parcels until 5 p.m. on the 21st March, 1893. (Parcels are not to be sent on board; they must be left at the Agency's Office.)

Contents and value of Packages are required.

For further particulars, apply at the Company's Office.

G. de CHAMPEAUX,
Agent.

Hongkong, March 8, 1893 456

VICTORIA DISPENSARY.

NEW PHOTOGRAPHIC GOODS.

RODINAL

THE New One Solution Developer.

Merely requires dilution to be ready for use.

In ¼ litre bottles.

AMIDOL.

A New Developer, enthusiastically commented on both by Professionals and Amateurs; allows great latitude in development.

1 oz. Bottles, $1.50.

Re-touching Sets,
$2.00.

Re-touching and Spotting Sets,
$1.50.

Syphon Washing Troughs,
$3.00, $4.50.

ADAMS' IDEAL HAND CAMERAS,
&c., &c. &c. [44

SHIPPING.

ARRIVALS.

March 7 :—

Achilles, British steamer, 1,480, Bartlett, Kobe and Moji March 3, General.—Butterfield & Swire.

March 8 :—

Lancaster, American cruiser, from a cruise.

Devawongse, British steamer, 1,057, Geo. Anderson, Bangkok February 23, and Koh-si-chang March 1, Rice and General.—Yuen Fat Hong.

Kwang Lee, Chinese steamer, 1,504, R. L. Lincoln, Shanghai March 4, and Swatow 7, General.—C. M. S. N. Co.

Thales, British steamer, 820, Bathurst, Taiwanfoo March 5, Amoy 6, and Swatow 7, General.—Douglas Steamship Co.

Donar, German str., 1,201, B. Grundmann, Saigon March 3, Rice and Paddy.—Lauts & Wegener.

Evelyn, British steamer, 1,529, A. Wood, Saigon March 3, General.—Captain.

Vipere, French gunboat, 425, Captain Constolia, Shanghai March 4.

CLEARED.

Glenogle, for Shanghai.
Amigo, for Saigon.
Namshan, for Amoy.
Benalder, for Saigon.
Chingtu, for Yokohama.

DEPARTURES.

March 8 :—

Neckar, for Europe, &c.
Sydney, for Europe, &c.
Canton, for Canton.
Yiksang, for Amoy.
Hailoong, for Swatow.
Frejr, for Hoihow.
Pakshan, for Swatow.
Hiroshima Maru, for Saigon.
Chow Fa, for Hoihow.
Michael Jebsen, for Hoihow.
Nanchang, for Shanghai.
Frigga, for Singapore and Hamburg.
Borneo, for Bangkok.
Memnon, for Sandakan.
Yuensang, for Swatow.
Mathilde, for Bangkok.
Gisela, for Singapore and Bombay.
Kwang Lee, for Canton.

PASSENGERS.

Arrived.

Per *Achilles,* from Kobe, Mr and Mrs G. Grimble.

Per *Devawongse,* from Bangkok, 60 Chinese.

Per *Kwang Lee,* from Shanghai, 60 Chinese.

Per *Thales,* from Taiwanfoo, Mr Buhler, and Dr. Copeland, and 81 Chinese.

Per *Donar,* from Saigon, and 13 Chinese.

Departed.

Per *Hailoong,* for Swatow, Mr G. Jamieson, Mr H. P. Wilkinson, and Mr Lee, General, Mrs and Miss Sims, for Shanghai via Foochow.

Per *Neckar,* from Hongkong: for Colombo, Messrs Lee Ting, Lee Wa, Leong Tin, Leong Chung and Loi Poy; for Genoa, Mr and Mrs Tornow, child and servant, Messrs Bandmann and Carl C. Wrane; for Southampton, Messrs John Dempster and A. Ringsling; for Bremen, Mrs Hauenstein and 4 children, Mrs Bertha Seyer and child, and Mr Th. Nilson. From Shanghai: for Genoa, Miss Blime Tener. From Yokohama; for Genoa, Messrs W. Gaitner, C. During, Dr. M. Sasakawa, Dr. R. Makiyawa, and Dr. J. Sasaki; for Southampton, Mr J. B. Hartley; for Bremen, Dr. G. v. T. An.

Per *Sydney,* from Hongkong: for Saigon, Mrs Hotling; for Alexandria, Mrs C. Richards; for Marseilles, Messrs C. Ingenohl, Sprungli, A. X. Horta, F. de Almoida, F. Arrobas da Silva, and Ed. José, Mrs Descubes, and Mr P. O'Brien Butler. From Shanghai: for Singapore, Mr (3) W. F. Tufnell, Sir R. Musgrave, Messrs R. Wetter, Tallmann, Miyashita, Shiazaki and Wada; for Colombo, Mr F. Feley; for Port Said, Mr and Mrs Stanley; for Alexandria, Mr G. Tallers; for Marseilles, Mr Le Mevel, Mr and Mrs Coureau, Messrs Pelletier, and M. Pollitier. From Kobe: for Saigon, Mr D. H. Mackintosh.

SHIPPING REPORTS.

The British steamer *Achilles* reports: Had fresh winds from N.W. to N.E., and fine weather, with moderate sea.

The British steamer *Devawongse* reports: From Koh-si-chang to Pulo Condore, moderate Southerly wind and fine weather; from thence to port, moderate and fresh monsoon, with high head sea and fine weather.

The Chinese steamer *Kwang Lee* reports: Had fine weather, fresh N.E. breeze.

The British steamer *Thales* reports: Taiwanfoo to Amoy, strong monsoon and high seas. Amoy to Swatow, moderate breeze; thence to port, light airs and calms, clear weather throughout. Steamer in Taiwanfoo, *Chefoo.* Steamers in Amoy, *Paoting, Hongay* and *Diamond.* Steamers in Swatow, *Haitan, Loksang, Taksang, Phra Chom Klao* and *Kungpai.*

The British steamer *Evelyn* reports: Had strong N.E. winds, with occasional rain squalls.

VISITORS AT HOTELS.

HONGKONG HOTEL.

Col. and Mrs Baker
Mr R. Banker-Barrow
Capt. Butcher, O.S.D.
Mr F. A. Carl
Capt. and Mrs Combe
Mr O. A. Conolly
Capt. and Mrs Donohue
Mr and Mrs Darkee
Mr E. von Ewald
Capt. Fawkes, R.N.
M. Gonsburg
Hon. and Mrs Goodman
Mr G. M. Gray
Mr W. S. Grieve
Col. H. Hallett
Mr J. Langbans
Mr and Mrs Miner & maid
Capt. Moore, R.N.
Mrs Nicol and child
Lieut. P. O'Malley, A.S.C.
Mr R. de St. Mathurin
Sir Richard Musgrave
Mr W. Parfitt
Mrs Paul
Mr A. W. Roberts
Mr H. W. Roberts
Col. Robinson
Mr Fred. E. Shoan
Mrs L. Starr
Captain and Mrs Anstruther Thomson, R.H.G.
Mr Wyndham Tufnell
Mr and Mrs Warren
Col. Wogack
Mr & Mrs G. C. Wray

VICTORIA HOTEL.

Mr Ed. Anguria
Mr A. L. Bagnall
Mr W. Barraclough
Mr Ch. Binder
Mr C. P. Bradley
Mr C. Brown
Capt. van Carbach
Mr F. Collins
Mr M. P. Coombs
Mr A. Daniel
Mr S. Faitas
Mrs Farmer
Mr S. Genese
Mrs H. Griggs
Mr A. Hannan
Mr Helles
Mr Hermot
Mr Kahne
Mr McLellan
Mr T. Meldrum
Mr Morris
Mr F. Musgrave
Mr John Pender
Surgeon-General Preston, A.M.S.
Mrs Preston
Misses Preston (2)
Mr F. Reynolds
Mr C. E. Ross
Mr J. Ross
Mr W. Schwaler
Mr J. Smith
Mr Stelzl
Mr John Stewart
Mr George Stewart
Mr Alfred Swan
Mr and Mrs Taylor and daughter
Mr G. S. Thompson
Mr F. T. Wei

MOUNT AUSTIN HOTEL.

Mr Beattie
Mr S. L. Benjamin
Mr H. E. Boxshall
Mr Hart Buck
Rev. R. F. Cobbold
Mr Cochrane
Mr and Mrs C. C. Cohen
Mr J. B. Coughtrie
Mr Geo. Fenwick
Mr C. B. Griffith
Mr J. T. Hamilton
Mr and Mrs Harding and child
Mr W. Macbean
Mrs Van Nierop
Mr A. Ross
Mr F. Saunders
Mr and Mrs W. J. Saunders
Mr and Mrs F. O. Seaton
Mr C. S. Sharp
Mr and Mrs H. P. Tooker
Baron C. de Tuyll and servant
Mr Taylor

WINDSOR HOTEL.

Mrs Baird and child
Mr and Mrs Best
Mrs Blanchard
Mr J. F. Boulton
Maj. & Mrs Chapman
Mr S. I. Danby
Capt. N. Dodd
Mrs Dodd
Lt. W. E. Eaton, U.S.N.
Mrs Eaton
Lt. E. W. Eberle, U.S.N.
Mrs Eberle
Master Eberle
Mr G. Engel
Mr F. W. Evans
Vice-Consul P. Gavinilles
Mrs Hauenstien
Miss Hertha Hauenstien
Miss Adda Hauenstien
Miss Gustav Hauenstien
Master F. Hauenstien
Rear-Admiral D. B. Harmony, U.S.N.
Mrs D. B. Harmony
Mr R. M. McHattie
Mrs McHattie
Miss McHattie
Mr J. R. Joyce
Mr A. Meurant
Hon. N. G. Mitchell-Innes
Mrs Mitchell-Innes
Capt. and Mrs Morris
Mr W. T. S. Mouat
Mr Ch. Nicholas
Lt. F. A. Norris, U.S.N.
Mrs Norris
Miss Norris
Mr P. Oustin
Mrs Perkins
Mr and Mrs Pigott
Capt. Ravsbeck
Mr F. J. Richardson
Mr and Mrs Salabelle
Mr J. Smith
Mr A. M. Thomas
Capt. A. Tillett
Mr A. Traut
Mrs L. G. Tufnell
Mr and Mrs Watling

MEMOS. FOR TO-MORROW.

Shipping.

Daylight.—*Chingtu* leaves for Japan.

4 p.m.—*Sungkiang* leaves for Manila.

Meeting.

Noon.—Meeting of Shareholders of The Green Island Cement Co., Ltd., at the Company's Office.

Miscellaneous.

Goods per *Catherine Apcar* undelivered after this date landed.

Exchange.

Hongkong, March 8

On London—	
Bank, Wire, ...	2/8¼
" On demand, ...	2/8⅜
" 30 days' sight, ...	2/8½
" 4 months' sight, ...	2/8¾
Credits, 4	2/9
Documentary, 4 months' sight, ...	2/9¼
On Paris—	
On demand, ...	3.40
Credits, 4 months' sight, ...	3.48
On Berlin—Demand, ...	2.74
On New York—	
On demand, ...	65⅝
Credits, 60 days' sight, ...	67¼
On Bombay—	
Wire, ...	220¾
On demand, ...	221¼
On Calcutta—	
Wire, ...	220¾
On demand, ...	221¼
On Shanghai—	
On demand, ...	71⅝
30 days' sight, private paper, ...	72⅜
Gold Leaf, 100 fine (per tael) ...	$38.00
Sovereigns (Bank's buying rate) ...	$ 7.25

A. S. WATSON & Co., Limited.

WINES AND SPIRITS.

WE invite attention to the following Brands, all of which are excellent quality and good value for the money.

The same being specially selected by our London House, and bought direct from the most noted Shippers, are imported in wood and bottled by ourselves, thus enabling us to supply the best growths at moderate prices.

In ordering it is only necessary to state the name and quantity of Wine or Spirit wanted, and initial letter for quality desired.

PORTS. (*For Invalids and general use.*)	Per doz. Case.	Per Bot.
A Alto Douro, good quality, Green Capsule	$10	$1.00
B Vintage, superior quality, Red Capsule	12	1.10
C Fine Old Vintage, superior quality, Black Seal Capsule	14	1.25
D Very Fine Old Vintage, extra superior, Violet Capsule (*Old Bottled*)......	18	1.50
SHERRIES.		
A Delicate Pale Dry, dinner wine, Green Capsule......	6	0.60
B Superior Pale Dry, dinner wine, Green Seal Capsule	7.50	0.75
C Manzanilla, Pale Natural Sherry, White Capsule...	10	1.00
CC Superior Old Dry Pale Natural Sherry, Red Seal Capsule	10	1.00
D Very Superior Old Pale Dry; choice old Wine, White Seal Capsule	12	1.10
E Extra Superior Old Pale Dry, very finest quality, Black Seal Capsule (*Old Bottled*)	14	1.25

CLARETS.	Per Case. 1 doz. Quarts.	Per Case. 2 doz. Pints.
A Superior Breakfast Claret, Red Capsule	$ 4	$4.50
B St. Estephe, Red Capsule	4.50	5.00
C St. Julien, Red Capsule ...	7	7.50
D La Rose, Red Capsule......	11	12.00
Sainte Foy	5	5.50
Cussac	8	8.50
Château d'Anglade	12	12.50
" Haut Brion Larrivet..	17	18.00
" Mouton d'Armailhacq	19	20.00
HOCKS.		
Nierstein..............	12	
Hockheimer	20	
Rudesheimer	24	
BURGUNDIES.		
Chablis, white wine	12	
Meursault, superior white wine	16	
Volnay, very superior red wine	19	20.00

MADEIRA & CHAMPAGNES.

Full particulars of the various Brands in stock on application.

BRANDY.	Per doz. Case.	Per Bot.
A Hennessy's Old Pale, Red Capsule	$13	$1.20
B Superior Very Old Cognac, Red Capsule	15	1.40
C Very Old Liqueur Cognac,	20	1.75
D Hennessy's Finest Very Old Liqueur Cognac, 1872 Vintage, Red Capsule ...	30	2.50
SCOTCH WHISKY.		
A Thorne's Blend, White Capsule	8	0.75
B Watson's Glenorchy Mellow Blend, Blue Capsule, with Name and Trade Mark..............	8	0.75
C Watson's Aberlour-Glenlivet, Red Capsule, with Name and Trade Mark	8	0.75
D Watson's H K D Blend of the Finest Scotch Malt Whiskies, Violet Capsule	10	1.00
E Watson's Very Old Liqueur Scotch Whisky, Gold Capsule	12	1.10
Daniel Crawford's Finest Very Old Scotch Whisky	10.00	1.00
IRISH WHISKY.		
A John Jameson's Old Green Capsule	8	0.75
B John Jameson's Fine Old, Green Capsule	10	1.00
C John Jameson's Very Fine Old, Green Capsule	12	1.10
AMERICAN WHISKY.		
Genuine Bourbon Whisky, fine old, Red Capsule, with our Name and Trade Mark	10	1.00
GIN.		
A Fine Old Tom, White Capsule	4.50	0.40
B Fine Unsweetened, White White Capsule	4.50	0.40
C Fine A. V. H. Geneva......	5.25	0.50
RUM.		
Finest Old Jamaica, Violet Capsule..............	12	1.00
Finest Old Jamaica, Violet Capsule..............	$5.50 per Gal.	
Good Leeward Island	$1.50 per Gal.	

LIQUEURS.

Benedictine, Maraschino, Curacoa, Heering's Cherry Cordial, Chartreuse, Dr. Siegert's Angostura Bitters, &c.

Prices on Application.

THE HONGKONG DISPENSARY.
Established A.D. 1841. [103

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The China Mail.

HONGKONG, WEDNESDAY, MARCH 8, 1893.

ANYONE landing in Hongkong, and residing here for any time sufficient to become acquainted with our local institutions and local requirements, must be struck by the absence of any organization which could be said to give opportunity for the expression of public opinion. Democratic institutions are now so generally diffused throughout every civilized country of any importance, and in Britain and the United States has reached such an abnormal stage of development that it is difficult, at first, to conceive of a British Colony, counting in its population a fairly large percentage of men endowed with an average amount of brain-power, being entirely without such a public body as we have indicated. The present state of matters is not British. Public meetings and platform speaking play an important part in the decision of public matters at home, and there is no reason why they should not do the same in Hongkong. It must not be supposed that this idea has not occurred to the minds of old residents, who have stood by the Colony in its days of prosperity and its days of adversity, who have watched its progress almost from its commencement, and who have experienced the blighting influences of red-tape administration in the hands of ill-advised and ill-equipped officials. The want of some means for giving expression to organised public opinion has long been apparent. But all attempts to rectify matters have been fitful, and lacked sufficient support to carry them to a successful issue. In the early days of the Colony it did seem likely that some form of Government similar to that at home would be placed within the reach of the colonists; for so far back as 1847 a Parliamentary Commission reported *inter alia* 'that a share in the administration of the ordinary and local affairs of the island should be given by some system of Municipal Government to the British residents.' What was the outcome of this report does not appear, but we would think that if it was considered a necessity in 1847 that the British residents should have 'some system of municipal government,' that necessity has not decreased in the interval. Indeed, with the vastly increased importance of the Colony and the large amount of administrative work that now falls upon the civil servants, the general opinion is that there should be some devolution of work, although that at present occupies a secondary place in the consideration of the residents compared with the necessity for some public body whose functions would be more critical than administrative. This is forced upon us by a fact which is becoming more apparent year by year. The presence of the Unofficial Members in the Legislative Council is not enough. As a voting power they are useless, and were it only on the ground that voices with which we are thoroughly familiar do not seem to carry the same force and weight in official quarters and are accorded less attention, there seems to be good reason for giving the popular voice freer expression in order that true opinion of the public might have more impressive indication when that opinion runs contrary to the opinion of the Official phalanx and the Colonial Office. Within the last few days symptoms have not been wanting that some popular movement is on foot having for its aim the establishment of a Ratepayers' Association or some such body. Properly constituted and established on as wide and comprehensive a basis as possible, so that it may be free from any insinuation that it does not truly represent the general community, there is plenty of work at hand for a Ratepayers' Association, and we hope the project will soon be launched at a public meeting of the residents.

TELEGRAMS.

[Supplied to the 'China Mail.']

(*Via Southern Line.*)

OBITUARY.

Singapore, March 7.

Seyyid Ali Bin Said, Sultan of Zanzibar.

LOSS OF A FRENCH MAN-OF-WAR.

The French War-ship *Labourdonnais* was wrecked on the coast of Madagascar in a cyclone. Twenty-two lives lost.

LOCAL AND GENERAL.

Passed Suez Canal.

Outward Bound:—*Iser, Boynton,* Jan. 13; *Riversdale,* Feb. 7; *Guernsey,* 10; *Agamemnon, Kriemhild,* 14; *Oanfa, Benlarig,* 17; *Canton, Sachsen, Inishowen Head, Endeavour,* 21; *Torridon,* 24; *Denbighshire, Salazie, Dawang, Cape Comino, Carmarthenshire,* 28.

Homeward Bound:—*Ethiope,* Jan. 30; *Glenesk,* Feb. 4; *Glenshiel,* 7; *Altonower,* 10; *Java,* 14; *Dardanus, Prometheus,* 17; *Aglaia,* 24; *Pembrokeshire, Exe, Bushmills,* 28.

The M. M. Co.'s steamship *Natal,* with the French Mail of February 3, left Saigon on Monday, March 6, at 3 a.m., and may be expected here on or about Thursday, March 9. This packet brings replies to letters despatched from Hongkong on Dec. 28.

The Pacific Mail S. S. Co.'s s.s. *China,* with mails, &c., from San Francisco to Feb. 14, left Yokohama for this port on Sunday, March 5, and may be expected here on or about Friday, March 10.

The P. & O. s.s. *Malwa,* with the English Mail of Feb. 10, left Singapore on Sunday, the 5th instant, at 4 p.m., and may be expected here at 5 p.m. on Saturday, the 11th instant. This packet brings replies to letters despatched from Hongkong on Jan. 5.

The s.s. *Radnorshire* left Singapore on March 1, and may be expected here on or about March 7.

The Northern Pacific chartered steamer *Flintshire,* from Tacoma, left Yokohama for Hongkong direct on March 7, and may be expected here on or about Sunday, March 12.

The Northern Pacific steamer *Victoria* left Victoria, B.C., on Feb. 22, for Japan and Hongkong.

The O. & O. s.s. *Belgic,* with mails &c., left San Francisco for this port *via* Honolulu and Yokohama on Feb. 23.

The P. M. S. S. Co.'s steamship *Peru,* with mails, &c., left San Francisco for this port, *via* Yokohama, on March 4.

The Austrian Lloyd's steamship *Maria Teresa,* left Singapore on March 7, and may be expected here on or about March 14.

The R. M. S. S. *Empress of China* left Vancouver for Hongkong *via* Yokohama, Kobe and Shanghai on March 7.

The s.s. *Energia* left Singapore on March 4, and may be expected here on or about March 11.

The s.s. *Riversdale* left Singapore on March 7, and may be expected here on or about March 14.

The s.s. *Wingsang,* from Calcutta and Straits for this port, left Singapore on March 8, and may be expected here on or about March 15.

The O. S. S. Co.'s steamship *Agamemnon* left Singapore on March 7, and may be expected here on or about March 15.

The P. & O. s.s. *Gwalior* left Bombay for this port on March 1.

The s.s. *Riversdale* left Singapore on the 7th inst., and is due here on or about the 14th inst.

The R. M. s.s. *Empress of China,* Captain Archibald, left Vancouver on Tuesday morning for Hongkong via Yokohama, Kobe, Nagasaki and Shanghai.

The O. S. S. Co's steamer *Agamemnon* left Singapore this morning and may be expected here on or about the 15th inst.

Messrs Jardine Matheson & Co. inform us that the s.s. *Wingsang,* from Calcutta and Straits for this port, left Singapore to-day at 1 p.m.

Before Captain Hastings at the Magistracy to-day Alfonso Castello and Antonio Reyis, both Manila seamen, were convicted of assaulting a Sikh policeman in Lower Lascar Row on the 7th inst. The first prisoner was further convicted of attempting to stab the policeman and doing damage to his uniform. This prisoner was sentenced to four months' imprisonment and to pay $6 compensation or suffer another month's imprisonment. The second prisoner was fined $50, with the alternative of two months' imprisonment.

Two German marine engineers, Henry Mindermann and Herman Buffmann, were charged before Capt. Hastings at the Magistracy this morning with assaulting three Chinese constables and with tearing their uniforms in Cochrane Street on 7th inst. They were convicted, and the first prisoner was fined $30, with the alternative of six weeks' imprisonment. The second prisoner was fined $20, with the alternative of a month's imprisonment. He was ordered to pay $4 as compensation or go to prison for other fourteen days.

The following notification has been issued by Lieut. W. C. A. Nicholson, R. A. (adjutant, Hongkong Volunteer Artillery) to the Volunteers:—'The Annual Mobilization of the troops in the Garrison will take place from 22nd to 25th instant, inclusive, and the Volunteer Artillery will most probably receive orders to join the troops on Saturday, the 25th instant. The time will be as late on that day as possible so as not to interfere with morning work. Members will see that their kit is in every way complete, including Side Arms, Carbines, Helmets, Forage Caps, Haversack, Water Bottles and Great Coats. Further details will be issued later.'

At the Magistracy to-day Ho Hing, storekeeper to Messrs A. S. Watson & Co., Hongkong Dispensary, was charged with stealing two bottles of whisky, the property of his masters, on the 7th inst., and Li Yeung, marine hawker, was charged with receiving the stolen property. Mr Wotton prosecuted, and Mr Phillippo appeared for the second defendant. From the evidence it appeared that the first defendant had been twelve years in the employment of Messrs Watson & Co. at a monthly wage of $14, and that the second defendant sold upwards of 200 empty bottles each month to that firm. Mr Phillippo admitted receipt of the whisky on behalf of his client, but denied guilty knowledge. A Chinese constable who had been detailed for private duty outside Messrs Watson & Co.'s store spoke to the arrest, and to the attempt of the second defendant to conceal the fact that he had any whisky in his possession. Captain Hastings convicted both prisoners. In a statement in his own defence the first prisoner said he had never stolen from his employers before, and he never made any money from what he gave to the second defendant. He had several children who would starve if he lost his situation. He did not like to go to prison. Whether he liked it or not, Captain Hastings sentenced him to ninety days' imprisonment with hard labour. His partner in the theft was sent to prison for sixty days, with hard labour.

The Austrian Lloyd's s.s. *Maria Teresa* left Singapore for this port yesterday afternoon.

Inspector Stanton, at the Magistracy this morning, charged twenty-four Chinese with playing in a common-gambling house at No. 1 Chisung Hing Lane on the 7th inst. They were convicted by Captain Hastings, and each fined $2, with the alternative of ten days' imprisonment.

Stage 'slips of speech' are legion, and Charles Kemble's amusing error when he was once playing *Shylock* of instead of asking 'Shall I lay perjury upon my soul?' exclaiming 'Shall I lay surgery upon my poll?' has been told 'many a time and oft.' Another, and if possible better known story, is that of the soldier who on levelling his halberd to prevent Richard from impeding the progress of Henry's funeral, with the remark, 'My lord, stand back, and let the coffin pass!' exclaimed in his nervousness and excitement, 'My lord, stand back, and let the parson cough.'

One of the most accomplished physicians, and certainly the most eloquent medical lecturer that England has produced during the present century, was in the habit of advising young ladies to take vigorous exercise after dinner. Balls and dances were commended by this great medical authority as admirable digestives, and it would doubtless have afforded him much satisfaction to read some statistics which have just appeared in one of our Transatlantic contemporaries, from which we learn that a young lady with a well-filled programme covers no less than eleven and-a-half miles at an ordinary ball. According to this agreeable calculation, it appears that a valse of average duration takes a dancer over about three-quarters of a mile; while a square dance causes her to travel about half a mile. Estimating that she dances twelve valses in the night, it is obvious that she will have travelled nine miles at the close. Four square dances at half a mile apiece will add two miles to the reckoning; 'while,' continues our sly contemporary, 'the intermission stroll and the occasional trips to the dressing-room to repair damages and to renovate her complexion will nugment the total distance by another half-mile.' Unfortunately it is not always easy for young ladies to find opportunities for taking active exercise after dinner. To meet this difficulty, Sir Thomas Watson used to advise them to play at billiards whenever it was possible. The late Lord Eversley, who died in his ninety-fifth year, used to attribute his longevity to his habit of playing billiards for hours together upon wet days. He calculated that during an ordinary game players accomplish not less than two miles every hour.

THE LEGISLATIVE COUNCIL.

The Legislative Council met this afternoon. H.E. the Governor, Sir William Robinson, presided, and there were also present: Hon. G. T. M. O'Brien, C.M.G., Colonial Secretary; Hon. W. M. Goodman, Attorney General; Hon. J. H. Stewart Lockhart, Registrar General; Hon. N. G. Mitchell Innes, Colonial Treasurer; Hon. F. A. Cooper, Director of Public Works; Hon. R. Murray Rumsey, Harbour Master; Hon. C. P. Chater, Hon. Ho Kai, Hon. E. R. Belilios, Hon. J. J. Bell-Irving, and Mr F. H. May, Acting Clerk of Councils. Absent: Hon. T. H. Whitehead.

HON. T. H. WHITEHEAD.

His Excellency—I may mention that, at a personal interview I accorded to the Hon. T. H. Whitehead ten days' leave of absence, in order that he might visit Tonkin.

DOCUMENTS.

The Colonial Secretary laid on the table the reports for 1893 of the Sanitary Surveyor, Superintendent of Fire Brigade, and Headmaster of Victoria College.

NOTICE OF MOTION.

The Registrar General gave notice that he would make the following motion at the next meeting of the Council:—

'Whereas by Section 20 of Ordinance 11 of 1890 it is enacted that Part II of "The Women and Girls' Protection Ordinance, 1890" should only continue in operation, for a period of two years from the coming into operation of that Ordinance or such further period or periods as might from time to time be determined by resolution of the Legislative Council;

'And whereas the said Ordinance came into operation on the 6th day of April, 1891, by virtue of a Proclamation duly issued under Section 34 of said Ordinance by the Officer then administering the Government, which Proclamation was published in the *Gazette* of the 4th April, 1891;

'And whereas it is desirable to further extend the period during which the said Part II of the said Ordinance shall be in operation,—It is this day resolved by the Legislative Council of Hongkong that Part II of "The Women and Girls' Protection Ordinance, 1890" shall continue in operation until further notice.'

THE TREASURY DEFALCATIONS.

Mr Chater asked the questions of which he had given notice at the meeting of Council on February 8.

The Colonial Secretary—Sir, I answered these questions at the last meeting of Council as your Excellency was anxious to afford the Council, and especially the Honourable members who gave notice of the questions, the earliest possible information. As that meeting was a special meeting held with closed doors to consider the Jury List, it was arranged that the questions should be asked again in the ordinary course at the present meeting, and also should again be answered by me, so that the usual publicity should be given to the questions and answers. The answers to the questions are as follow:—

(1) What is the total amount, so far as has been ascertained to date, of the loss occasioned to the Treasury through the defalcations of A. F. Alves, late clerk and accountant therein?

Answer—$59,000.

(2) Over what period of time these defalcations extended so far as at present known?

Answer—From 1888 to 1892 inclusive.

(3) Was the defaulter guaranteed in any way, and, if so, how, by whom, and to what amount?

Answer—No.

(4) When were the defalcations first discovered, and when were any steps taken for the arrest of the defaulter; is it a fact as stated in the newspapers that Alves was allowed time during which he was able to make away with the books and accounts incriminating him and to escape from the Colony?

Answer—The local Auditor discovered two discrepancies in the accounts on the forenoon and afternoon of Saturday, 28th January. On the following Monday circumstances occurred which threw grave suspicion on Alves. There was reason to believe on the forenoon of the next day (Tuesday) that he had absconded. Steps were then immediately taken, by telegraph and otherwise, to procure his arrest. No steps were taken before then on that behalf. The question whether he was allowed time during which he was able to make away with the books and accounts incriminating him and to escape from the Colony is ambiguous, as different meanings may be attached to the word 'allowed.' The circumstances were as I have stated and the facts are that he had time and availed himself of that to escape. Certain books are missing from the Treasury, and it is presumed he made away with them.

Mr Chater asked the following question of which Mr Whitehead had given notice at the meeting on February 8:—Will the Government appoint a commission composed in the main of persons unconnected with the Government service to investigate and report publicly on the management of the Treasury department and on the circumstances connected with A. F Alves' defalcations?

The Colonial Secretary—Sir, a Commission has been appointed in connection with the Treasury defalcations. The scope of the Commission is to ascertain and report (*a*) the amount of the defalcations; (*b*) by what person or persons they have been committed; (*c*) what other person or persons, if any, by neglect of duty or otherwise, directly or indirectly, may have contributed thereto; and (*d*) the causes which rendered the defalcations possible and those that prevented their earlier detection; and also to advise what steps should be taken, in the opinion of the Commission, in order, as far as possible, to prevent the recurrence of similar defalcations and secure their prompt detection if necessary. I may mention that the Commission comprises a majority of non-officials

WHARVES AND PIERS BILL.

The Attorney General moved the first reading of a Bill entitled 'An Ordinance to provide means for ascertaining the amounts to be paid by way of compensation in respect of the Wharves and Piers along the line of the Praya Reclamation, to fix the periods for the payment thereof and for other purposes in connection therewith.' He said—I must say a few words in order to explain why I am now proposing the first reading of a Bill having a similar title to a Bill that has been read a second time at the last meeting of Council. It will be in the recollection of Honourable Members that there was some dissatisfaction with the Bill in the condition it was in at the second reading, or rather it was suggested that Mr Danby, a well-known civil engineer in this town, should be associated with the Director of Public Works in assessing the values, and I suggested that at the next meeting I should be able to produce that alteration in the Bill and bring a Bill forward acceptable to Honourable Members. The alterations were so many that I thought the fairest way would be to introduce the Bill again in its present form a first time. I do not propose to drop the first Bill entirely, but to let it stand over for the present, and if this Bill is passed it will be unnecessary to proceed with the other. In this Bill two gentlemen are appointed, and also an umpire, and therefore it will not be necessary to have elaborate provisions for appeals, because if we have two valuers in whom the private Wharf and Pier owners have confidence, and also an umpire (whose name does not appear in the Bill but will be introduced before the Bill is finished), we will do away with a great deal of litigation; as these costs would have had to come out of the $180,000, we shall leave a larger portion of it available for the compensation which the private wharf and pier owners along the line of reclamation are entitled to.

Mr Belilios—Perhaps I am not in order, but on the principle that every labourer is worthy of his hire——

His Excellency—Are you to second the Bill?

Mr Belilios—I may probably conclude by seconding it. I wish to propose that Mr Cooper's name be included in the category of those gentlemen who come in for remuneration under this Ordinance. The Honourable Member on my right (the Director of Public Works)——

His Excellency—That is a matter for the Bill in Committee.

Mr Belilios—I did not know.

The Colonial Secretary seconded the first reading, which was agreed to.

THE VOLUNTEER ORDINANCE.

The Attorney General moved the third reading of a Bill entitled 'An Ordinance to provide for the establishment of a Volunteer Force and to empower the Governor to raise a special force of Coast Defence Volunteers in the event of anticipated war.' He proposed the omission of the provision added at the last meeting enacting that the Coast Defence Volunteers should be annually inspected.

This was agreed to, and the Bill was passed finally.

His Excellency—We have no further business. I propose to adjourn the Council till this day fortnight, March 22.

SUPREME COURT.

IN CRIMINAL SESSIONS.

(*Before His Honour Mr Fielding Clarke, Chief Justice.*)

Wednesday, March 8.

THE CHARGE OF EMBEZZLEMENT—SENTENCE ON PRISONER.

Lo Chu Ming, who was convicted several days ago of embezzling $37,000 the property of his employers, was brought up for sentence.

Mr J. J. Francis, Q.C., prosecuted, and Mr A. J. Leach defended the prisoner.

Mr Francis—In this case I am instructed to inform the Court that a sum of $17,100 has been recovered as part of this stolen property in Canton, leaving a balance of $20,000.

His Lordship—Mr Leach, have you anything to say?

Mr Leach—No; I am not in a position to say anything.

The prisoner was asked if he had anything to say why sentence of the Court should not be passed upon him.

The Prisoner—I did not make use of the money, therefore I did not repay it. The man Chan Un Chun, who brought the action against me, is not my master. He was employed in the Fui Kwei last year, and I ask your Lordship to order him to bring all the account books of the On Wing, and there you will find the true facts.

His Lordship—Tell the prisoner that I do not believe that the so-called On Wing Bank was anything more than a gambling agency, and that I have no sympathy with prosecutor for the loss of his money, but that that does not excuse the prisoner's crime, which was a theft of an impudent nature. I am willing to believe that the prisoner was a tool or instrument to a certain extent in the hands of other people, and that upon that consideration and also that a part of the money has been returned I am able to pass a much more lenient sentence than I otherwise should. He is sentenced to two years' imprisonment with hard labour.

IN APPELLATE JURISDICTION.

(*Before His Honour Mr Fielding Clarke, Chief Justice, and Mr E. J. Ackroyd, Puisne Judge.*)

Wednesday, March 8.

LAU CHUK AND LO HING v. INSPECTOR BREMNER.

Mr J. J. Francis, Q.C., instructed by Messrs Wotton and Deacon, appeared for the appellants, and Mr W. M. Goodman (Attorney General), instructed by Mr A. B. Johnson (Crown Solicitor), appeared for the respondent.

The case came before the Court on an application by the appellants for leave to appeal.

Mr Francis stated the facts of the case, from which it appeared that the appellants were convicted on 21st December last before one of the Police Magistrates of keeping a common gaming house at 151 Queen's Road Central on 15th December last, and fined $500 each. The house was said to be a Weising lottery agency.

After a prolonged legal argument a rehearing was allowed, the question of costs being reserved. The Attorney General was allowed fourteen days in which to notify the other side if he was to go on with the re-hearing.

Piracy in the China Sea.

A DARK PICTURE.

When the trio of gunboats, the *Bouncer* (under the British flag), the *An-lan*, and *Sui-lung* (under the Blue Dragon) had destroyed the piratical stronghold at A-po-wan, in the Fi-tsz-loong archipelago, they proceeded to complete the work so successfully begun.

After leaving A-po-wan, the gunboats cruised back through the midst of the Fi-tsz-loong islands, keeping a sharp look out on all sides for signs of the enemy. They had steamed about three hours through intricate passages when two rakish craft were seen and the chase began, the junks pressing with all speed toward an island on which their crews hoped to land. One of them succeeded in reaching the shore before the gunboats could come up. Without waiting for any farewell ceremonies the crew abandoned their craft and made good their escape. The other one was not so fortunate; some difficulty in hoisting the sail caused a delay, and before they could recover the lost ground the gunboat was upon and seized the crew before they could get ashore. This junk had a crew of only twelve men on board, the others, about thirty in number, having been sent off in merchant junks they had captured. The two craft were then tied together and burned. They were evidently a part of the fleet whose rendezvous was at Apowan, and the Commanders of the gunboats determined to extract from the prisoners taken, what information they could, about the remainder of the fleet. The twelve men taken were separated, man by man, and closely questioned in regard to other piratical vessels. Some were voluble and deceptive. Some with more show of truth said they had parted the night before with three other large junks, but stoutly maintained that they did not know in what direction they had gone. The mandarins by whom the questioning was carried on became annoyed at their unwillingness to give definite information, and turning to the English Commanders said, 'We must torture these men and make them confess what they know.'

'What means of torture do you propose?' they asked, supposing that flogging or something of the sort was meant.

'Tie them up by their thumbs for an hour. If that does not suffice, make them kneel on broken glass; and if they still refuse, crush their ankles with hammers,' they answered, encouraged by the question asked.

The Europeans held up their hands in horror, vehemently dissenting by gesture.

'These are Chinamen,' persisted the mandarins, 'and should be treated as Chinamen, and that is always the plan pursued in the Yamens to make criminals confess.'

Then, turning to the pirates, they threatened them with the worst methods of torture. The poor wretches cringed before the mandarins, when the European officers interfered and sternly forbade any such cruelty.

'What will you do?' said the mandarins with no little scorn for their soft-heartedness as they regarded it. 'These men know where the pirates have gone, but will not tell if they are not put to torture.'

'We will never allow our ships to be disgraced by such proceeding as you propose,' answered the European officers indignantly. 'You can threaten them as much as you please.'

One of the officers then called to a sailor saying, 'Jack! fix a rope to that yardarm and make it fast around the *neck* of this pirate.'

This command was obeyed with alacrity. The man was then told in stern language he would be hanged if he did not tell where the other pirates were.

'Suppose I tell you, will you let me go?' he asked, trembling with fright, but been enough to ask for some advantage.

'Yes,' the officer addressed promised; 'tell us where they are and we will let you escape by and bye.'

'All right,' replied the pirate in English, looking greatly relieved, and proceeded at once to give the information desired.

Acting upon the information so obtained the boats of the fleet were sent up a creek close to where the gunboats were then lying. They had gone but a short distance when the three junks of which the pirates had spoken were seen. The tide was on the ebb, and it was found that the boats could not reach them until the next high water twelve hours later. The men were therefore landed and marched up the bed of the creek for about half a mile. The British bluejackets took the lead, but the Chinamen from the *Suitsing* and *An-lan* were not many paces behind them. On rounding a corner of rock that projected into the bed of the creek and that had sheltered the men up to that point, a brisk fire was opened upon them from two of the junks. In anticipation of an attack these two vessels had their guns pointed down the creek, ready to greet any party sent against them. They were lying in about two feet of water and so could not be moved. Fairly good cover was obtained for the bluejackets along the banks of the creek until they came within one hundred and fifty yards of the nearest junk. Having advanced as far as their cover of rocks would protect them, they opened fire on the junks with their rifles, which effectually prevented the crews from reloading their guns after having once fired them. Unable to work their guns the pirates soon began to desert their vessels. A rush was made by the gunboats' party to try to capture some of them, which only helped to accelerate their flight. As it was, but nine prisoners were taken, all the others to the number of a hundred and fifty having escaped into the bush. The third junk was also seized and the whole of them burned on the spot. Three men were taken in the seizure of the third junk, and during the afternoon nine others, some of whom were wounded, were brought in. Thus ended the expedition of which so much had been expected.

After these occurrences the fleet continued to cruise amongst the islands all the next day without finding any junks, and anchored for the night inside Ching-mui-tow, close beside two merchant junks. People from these merchant-men soon came on board the gunboats with a tale that commanded the attention of all. A portly supercargo of dignified presence dressed in a long blue gown acted as spokesman for the party, addressing the officers in 'pidgin' English.

'Have got too muchee pirate, yesterday three piecee junk makee walkee altogether. Bimeby two piecee pirate junk come, makee big fight, big gun, little gun, too muchee shootee. Bimeby pirates catchee one piecee junk.'

'How did you escape?' asked the officer, intensely interested in his recital.

'My makee burn too much joss-paper, catchee good wind, puttee up sail. Pirate come vely fast, no can catchee my,' he answered with evident satisfaction over his good fortune.

'Did you lose any men in the fight?' they inquired thinking such firing as he spoke of must have had some effect.

'Ah! too muchee bobbely: five men have makee die, four men catchee shootee vely bad,' he replied with much concern.

'They captured one junk, you say, what sort of a cargo had she?' continued the officers.

'Allee same my, numba one good junk; plenty cargo; sillik, apeen (opium), indigo, vely rich,' he answered with animation.

'Which way did the pirates go?' they asked, hoping to get some clue by which to follow them.

'My thinkee they go Ngow-tow-shan,' he said.

Here then was another desperate band that seemed already to be delivered into the hands of our conquering trio. Only yesterday the fight described by the portly supercargo had taken place, and the pirates started for Ngow-tow-shan. There had been but little wind since then so that they could not have gone far, especially with such a heavily-laden merchantman in charge as had been described to them.

Their plans were matured over night and put into execution early the next morning. With the first break of day, the *An-lan* was despatched in the direction of Ngowtow-shan, while the other two proceeded in company toward Paklung. About noon, when just in sight of Ngow-tow-shan, the *An-lan* saw a large junk at anchor close under the lee of Echun Island. Four boats were instantly armed and sent in to see what she was. At first as they approached there did not seem to be any one on board of her, but as they drew nearer, shrieks and groans could be distinctly heard. The party boarded the vessel, when a most horrible sight met their eyes. The decks were literally streaming with blood, and parts of the mutilated bodies of four men were scattered about. A fifth man, frightfully wounded but still alive, was found spread out on his back and nailed to the deck, large spike nails having been driven through his hands. He was released from this terrible position of torture as quickly as possible, and his wounds attended to. His life was ebbing fast, and the officer in charge was eager to get from him some clue to trace the villains who had perpetrated such fiendish cruelty, before he passed away. In a feeble voice he told his story. It was that the day before, his junk had been seized by the pirates, a murderous lot, and that a few hours ago they saw the smoke of the gunboat in the distance which so frightened them that they made up their minds to abandon the junk and save themselves in their own boats which could sail much faster. Before leaving they treated these five men found on board most barbarously, mutilating them in an indescribable manner. Four of them were killed after enduring fearful torture and the fifth left in the position in which he was found.

'Were you five all the merchant junk's crew?' asked the officer.

'No, there were thirteen others, whom the pirates have carried off,' he answered with an effort.

'Why did they treat you so horribly?' the officer then asked.

'Because after they had taken us, we tried to retake the junk and escape,' he said with some excitement. After telling his story the poor fellow sank back exhausted and died three hours after the *An-lan's* man had come to his rescue. Many stories of the heartless cruelty and horrible methods of torture and death used by the pirates had been told them, but this was the first actual sight which the officers of the *An-lan* had seen of such fiendish work. It filled them with the utmost horror and roused them to a determination to pursue to the death these demons in human shape that had used their hands to commit such deeds. It is the general custom of these pirates to murder any junk's crew who either offer resistance in the first place or attempt to retake their vessel afterwards. This being well known, it usually happens that unless merchant junks are in good force, they allow their assailants to capture them, without resistance. In such cases the pirates seldom offer violence to the merchantman's crew; they usually hold the supercargo for ransom and try to persuade as many of the crew as possible to turn pirates, and often succeed with the larger portion of them. In this way the ranks of the freebooters are constantly recruited from the native merchant marine.

The *An-lan* dodged about among the islands all night, and next morning stood in for the bay of Shapakwan. Just as she entered a junk was seen to make out of the bay and run down before the wind. The gunboat gave chase and soon overtook the runaway.

'What are you?' called out the boatswain.

'A fishing junk!' was the reply.

'How many men have you?'

'Six of a crew,' was the answer.

'Whither are you bound?'

'To the Fie-tsz-long islands.'

As the appearance of the craft did not agree very well with these answers, a boat full of men was sent off to board her.

'You say you have only six men?' said the officer in charge of the boat, inquiringly, as he stepped on board.

'No more, I assure you,' was the reply.

'I don't believe it,' said the officer to his men. 'Search the junk and see.'

The 'bluejackets' went to work at once, opening the hatchway and going through the hold. In a short time twenty-five men were found stowed away. These were brought on deck and placed beside the six, making a crew of thirty-one.

'Who are these twenty-five men?' asked the officer of the master of the junk.

'They are only passengers,' he replied.

'Passenger trade to Fie-tsz-long seems to be very brisk just now. I will take charge of these men, and your crew of six, and your junk too,' said the officer emphasising each phrase, having already stationed his men so that resistance would not only have been useless but almost impossible. They were all placed under arrest while the marines continued to search the vessel. Twenty-four rifles were found and thirty swords, also a large quantity of rifle ammunition, and what was more suspicious still some blood-stained clothing. The junk had no papers of any kind except a lot of pawn-tickets, but had an unusually large supply of provisions and fresh water. Everything about her was so suspicious that she was seized and taken to Paklung, where the *Bouncer* and *Suitsing* had already gone. The next day the *Suitsing* was sent to tow up the merchant junk that had been left at Echun island, and also to look for the other two merchantmen and bring them along. The latter, however, anticipated the gunboat by arriving at Paklung early in the day, while the *Suitsing*, with their last companion in tow, came in about ten o'clock at night. The following day a full investigation of the character and ownership of these junks was made, the result of which was that the trading vessel on which the murdered men were found was passed over to the care of her former consorts. The crews of both merchant junks swore to the identity of the junk arrested on suspicion at Sha-pak-wan. She was consequently destroyed and her crew held as prisoners.

SANDALWOOD.

FIRE BRIGADE REPORT FOR 1892.

Fire Brigade Department,
Hongkong, 1st February, 1893.

Sir,—I have the honour to present the following report of the Fire Brigade Department for the year 1892.

The Brigade was called out for the extinction of fires on sixteen occasions. This number though not excessive was double that of the year before. None of the fires attained very serious proportions, though in one instance property to the extent of about forty thousand dollars was destroyed.

In addition to the fires requiring the attendance of the Brigade, there were eighty-three alarms, the fires in such cases being either non-existent or extinguished before headway was made.

Ten of the sixteen fires were made the subject of Magisterial enquiries. I am of opinion that these enquiries continue to have a wholesome deterrent effect and check the great temptation to arson held out by the insuring facilities of the Colony.

Advantage has been taken of the supply of water afforded by the street hydrants to gradually introduce a change into the tactics of the Brigade as regards the general arrangements for the suppression of fires, and to place reliance upon the street hydrants rather than upon the steam fire engines.

The appliance at present in use for this purpose is known as the Fire Despatch Box, its merits consisting in its handiness which enables it to be worked by one man at the same time that it is supplied with three hundred feet of hose and all the appliances necessary for immediate use of the street hydrants.

They have during the year been gradually increased in number without extraordinary expenditure, and now number fourteen. They are situated in the following place:—

No. 1 Police Station.
Engine-house in Wanchai Road.
Royal Naval Yard.
Clock Tower.
Central Police Station.
No. 9 Police Station.
Engine-house in Hollywood Road.
Man Mo Temple.
Government Civil Hospital.
No. 7 Police Station.
Nam Pak Hong Engine-house in Bonham Strand.
The Gas Works Premises.
Central Fire Brigade Station.

Their number is being further added to as opportunity offers.

For fire purposes the Town is divided into three districts: Western, Central, and Eastern; the Western extending eastwards as far as the Harbour Office, the Central extending eastwards as far as the City Hall, and the remainder of the Town forming the Eastern District.

The particular district in which a fire has broken out is notified to the Brigade by the Fire bells; three strokes signifying the Western District, two strokes the Central District, and one the Eastern District.

In order to obviate the possible danger that might arise from denuding the Central District of its firemen and fire appliances, upon the occasion of a fire in the Eastern District, special arrangements are made for fires in the latter district according to which a certain number of men are told off each month for the purpose of attending at fires at Wanchai, the remainder being kept in the Central District unless the exceptional magnitude of the fire requires their attendance.

Although it is a long time since a fire of extraordinary magnitude took place I do not disguise from myself the possibility of its occurrence, and circumstances might arise which would extend the area of the flames beyond the control of the limited number of men that belong to the Brigade. Promptitude in attendance and care in having in readiness the necessary arrangements for extending the operations are the best preventives against the spread of a fire.

The Assistant Superintendentship of the Fire Brigade has, during the past year, been mainly filled by Mr Chief Inspector Mathieson, who has proved himself a valuable acquisition to the Brigade.

The thanks of the Brigade are also due to Mr. Kinghorn, the Engineer, under whose supervision the engines are kept in excellent order, and to Mr Campbell, Assistant Engineer, who has the important work of generally superintending the upkeep of the gear and of attending to the proper carrying of the orders in force for the general arrangements that have been made for the guidance of the Brigade.

The clerical work of the Department, which requires considerable care and attention, has been admirably performed by Mr Chan Shau, than whom it would be impossible to find a more painstaking and trustworthy officer.

The conduct of the Brigade throughout the year has been satisfactory.

I have the honour to enclose Mr Kinghorn's report on the state of the Engines, together with the Return of Fires and Alarms.

I have the honour to be, Sir, Your most obedient Servant,

H. E. Wodehouse,
Superintendent, Fire Brigade.

The Honourable G. T. M. O'Brien, C.M.G., *Colonial Secretary.*

THE COTTON TRADE IN JAPAN.

The following is an extract from the Commercial Summary of the *N.-C. Herald* upon the competition likely to ensue between Japanese and home manufacturers in the cotton market:—

The latest telegrams advise a steady market in Manchester for the most part, and hold out very little hope of lower prices in the near future. There is no sign yet of any termination to the great strike, which must soon seriously affect the Eastern markets and compel the natives to develope their own resources. The situation is being rapidly grasped by our neighbours, the Japanese, and the high prices to which the Lancashire spinnings have been forced is greatly stimulating the Native industry. New Mills are being erected and machinery is on the way for producing the finer counts of Yarns, from which Cloth will be made to compete with the Manchester manufacturers. Once started the mere question of labour will defy all competition from foreign countries, the spindles even now being deftly attended to by thousands of mere children, who work happily and industriously for long hours, day and night, in light, well-built and ventilated factories, at wages averaging about 3 sen, or one penny per diem! At present the exorbitant duties imposed both on the raw material on importation and the manufactured article when exported, prevent shipments to other countries, but the question is occupying the attention of some of the leading men and doubtless the benefits which will accrue to the country if these are repealed, or considerably lessened, will soon be recognised by that progressive government.

POLITICAL FORECAST FOR THE YEAR.

In the *Review of Reviews* for January we find the following remarks on the possibilities of the year. Some of them may prove to be not very far from the truth as time goes on, although it is somewhat curious all reference to a possible Hartingtonian (or Devonshire) ministry is omitted. The article says:—

The drift in the right direction is so strong that even Sir W. Harcourt is swinging with the tide. Not only did he raise no serious objection to the retention of Uganda, which seems to have been more obnoxious to Mr Gladstone than to any of the members, but he has honourably distinguished himself by taking up the cause of Imperial Penny Postage, which Mr Henniker Heaton has championed so ably and so long. The dismay which prevailed at the Carlton when the *Daily Chronicle* announced that the Government was going to establish penny postage throughout the Empire was the best tribute to the smartness of the Chancellor of the Exchequer in appropriating the one chance left him by the obtuseness of his predecessor. Sir W. Harcourt and Mr Arnold Morley will indeed deserve well of the Empire if they seize the first opportunity to prove the sincerity of their desire to promote the union and solidarity of all the Queen's dominions. There are obstacles, no doubt. Some of the Colonial Governments cannot afford, with their own internal postal rate standing at 2d., to reduce the rate for home letters to one penny. But if we take the lead they will speedily follow. And there is no objection to our charging 1d. on all letters out, even if for a time they charge 2½d. on letters home. Such differences have existed in the past—notably in the case of Queensland, where there was at one time a sixpenny rate from Brisbane to London and an eight-penny rate from London to Brisbane. But of course the permanent officials at St. Martin's-le-Grand will do their best or their worst to magnify the obstacles from molehills into mountains. If, however, Sir W. Harcourt sits on them hard they will collapse under his weight.

I am the more gratified at this sudden eleventh-hour blossoming of the fruits of righteousness on a somewhat withered stem, because it seems as if no combination can avert the speedy access of Sir W. Harcourt to the Premiership. It has always been the object of his ambition, and now that it is within his grasp we need not grudge it him—especially as it will be a barren honour. Prince Bismarck's famous remark to Prince Alexander of Battenberg recurs to the mind in this connection. 'Take it,' he said, when the throne of Bulgaria was offered the Prince, 'take it, by all means; it will always be an agreeable reminiscence.' Sir W. Harcourt will always be able to look back with interest upon the few brief and troubled months during which he will in all probability be First Minister of the Crown. After he has had one term of office he will not want another, and after another spell of Lord Salisbury, the way will be cleared naturally for the Ministry of Lord Rosebery.

That Lord Rosebery is the natural and necessary successor of Mr Gladstone is almost universally recognised. It is, indeed, so well recognised that even his most enthusiastic supporters can submit without impatience to a Harcourtian interregnum. It suits Sir W. Harcourt to be Premier this year. It will suit Lord Rosebery better to wait his time. 1895 or 1897 he will be installed without opposition. His reversionary rights to the Premiership will not be seriously contested excepting by Mr Labouchere, and as Mr Labouchere has no candidate for the post—excepting himself—his can hardly be regarded as serious opposition. Meanwhile during the interregnum the wishes of the heir presumptive will be law in the Foreign Office. Thus we shall have all the advantage of a Rosebery Ministry *plus* the advantage of Sir W. Harcourt supporting a sound Imperial policy as his own. One almost feels inclined to say with the immortal Pangloss that all is for the best in this best of all possible worlds.

Mr Gladstone celebrated his eighty-third birthday at Biarritz. He has drafted his Home Rule Bill, and he will probably make his last great speech in explaining its provisions. Afterwards—say about Easter—so the calculations go, he is likely to leave the more arduous and exhausting task of piloting his Bill through Committee to his successor, Sir W. Harcourt. Mr Gladstone will then have achieved the unparalleled triumph of having been Prime Minister at the age of eighty-three, of having introduced a great measure of Reconstruction and Reconciliation which Parliament is not yet sufficiently educated to pass, and of handing over to his successors a reconstituted Party, with a majority which no one but himself can keep together. The vigour of the G. O. M. when he can be kept going by excitement is something phenomenal. But not even the perpetual effervescence of intellectual champagne can keep a veteran of eighty-three up to the task of the Premiership. He will become of necessity more and more irritable. His sleep may depart from him, and then, unless he takes timely rest, he may drop in the traces. He may slow up and survive, but it will be difficult for Sir W. Harcourt to lead the House and conduct the discussions in Committee on the Home Rule Bill if the author of the Bill is still Member for Midlothian. How these things will be arranged it is not for us at present to inquire into; but that there is some arrangement in the wind we make no doubt.

THE UNITED STATES AND HAWAII.

The *Nichi Nichi Shimbun* gives a telegram from the United States, which says that the Commission which had been sent there from Hawaii had been granted an audience by the President. On the other hand, it is stated that our old friend, Mr Paul Newman, who had been sent on a special mission from the Queen, to explain the circumstances of the revolution, was still on his way over, but would shortly reach Washington. The Hawaii-American combination seems, it is said, sure of receiving approval although the President was still deliberating the question. Since then, the *Japan Mail* announces that the Treaty of Annexation has been assented to.

Considering the tripartite treaty with France and England, of which the United States was one of the co-signatories, we must say that we should have been inclined to doubt the last telegram, were it not that the President of the United States, whose term of authority has been noted for nothing in particular, seems inclined, in the last few weeks of his presidential existence, to make himself as noted as possible, by adopting entirely new fashioned schemes, thinking thereby to gain a little *kudos*, whilst his successor will have all the trouble connected therewith. Such, we venture to say, are his latest threatened retaliatory measures against Canada, and such, if it be true, is probably this latest move.

So far as can be seen, the insurrection in Hawaii is the result of the machinations of the sugar-planters of the islands, who are mostly Americans, in order to save the import duty on the sugar, which is the great export of the islands, and which goes almost entirely to America. In this way we can understand the desire of the American immigrants to procure the annexation of Hawaii to their native country, but we cannot understand the action of the President of the United States, whose authority cannot exist for more than another fortnight, to thus prejudice the approaching administration by adopting a line of policy which may be totally opposed to that of the newcoming cabinet, which has been elected by the great majority of the citizens of the U. S. Any other President than Mr Harrison would probably have tided over the affair, and left it for the new occupant of the chair to settle. There is one way, however, in which the Democrats may, if they like, defeat the ideas of Mr Harrison. Presuming that the document which has been signed by the President of the United States, and the Commissioners from an insurrectionary government, unacknowledged by any other Power, and which has had only the brief existence of a fortnight, be called a treaty, it cannot be ratified unless approved by the Senate. Not only that, but it has to be approved by a two-thirds majority of the senators present.

The Republicans have, however, by no means got a two-thirds majority of the present Senate, whose term expires on the 4th March; and consequently, if the Democrats do not wish the treaty to pass, they have only to attend in their places, and vote against it, then it will be impossible for Mr Harrison to go down to posterity as the first President under which the United States acquired a colony beyond the seas. It will be strange if a task in which Grant failed, should be accomplished by President Harrison.

There is one strange feature in the affair, and that is that the native claim of ownership should be wholly ignored by the foreigners and the sons of immigrants settled in the Hawaiian Kingdom. They seem in offering its annexation to the United States, to have usurped rights which do not belong to them.—*Japan Herald.*

POST OFFICE NOTICES.

MAILS will close:—

For AMOY & MANILA.—
Per *Sungkiang*, at 3.30 p.m., on Thursday, the 9th inst.

For SHANGHAI.—
Per *Soochow*, at 3.30 p.m., on Thursday, the 9th inst.

For SINGAPORE & LIVERPOOL.—
Per *Achilles*, at 5 p.m., on Thursday, the 9th inst.

For SWATOW, AMOY & TAIWANFOO.
Per *Thales*, at 5 p.m., on Thursday, the 9th inst.

For SHANGHAI.—
Per *Taisang*, at 3.30 p.m., on Friday, the 10th inst.

For SAIGON.—
Per *Pollux*, at 4.30 p.m., on Friday, the the 10th inst.

For STRAITS & BOMBAY.—
Per *Bormida*, at 11.30 a.m., on Saturday, the 11th inst.

For HOIHOW AND HAIPHONG.—
Per *Haiphong*, at 11.30 a.m., on Saturday, the 11th inst.

Temperature.

Hongkong, March 8, 1893.

(*Taken at Messrs Falconer & Co.'s Premises, Queen's Road.*)

Barometer—	9 A.M.	30.20
Do.	1 P.M.	30.12
Do.	4 P.M.	30.10
Thermometer—	9 A.M.	64
Do.	1 P.M.	69
Do.	4 P.M.	68
Do.	(Wet bulb) 9 A.M.	60
Do.	Do. 1 P.M.	65
Do.	Do. 4 P.M.	66
Do. Maximum ...	...	70
Do. Minimum over night		60

HONGKONG REGISTER.

	Previous day's at p.m.	On date at 10 a.m.	On date at 4 p.m.
Barometer ...	30.18	30.25	30.14
Temperature	69	65	68
Humidity ...	78	88	80
Direction of Wind ...	E	E	E
Force	4	3	4
Weather	o	o	b
Rain	—		—

Highest open air temperature on the 7th..... 60
Lowest open air temperature on the 7th..... 56

Hongkong Observatory, March 8, 1893.

Mails.

U. S. MAIL LINE.

PACIFIC MAIL STEAMSHIP COMPANY.

THROUGH TO NEW YORK, VIA OVERLAND RAILWAYS, AND TOUCHING AT YOKOHAMA AND SAN FRANCISCO.

PROPOSED SAILINGS FROM HONGKONG.
China, v. Honolulu....TUESDAY, Mar. 21.
Peru.....SATURDAY, April 8.
City of Rio de Janeiro...THURSDAY, April 27.

THE U. S. Mail Steamship *CHINA* will be despatched for SAN FRANCISCO, *viâ* YOKOHAMA and HONOLULU, on TUESDAY, the 21st March, at 1 p.m., taking Passengers and Freight for Japan, the United States, and Europe.

Through Passage Tickets granted to England, France, and Germany by all trans-Atlantic lines of Steamers, and to the principal cities of the United States or Canada. Rates may be obtained on application.

THROUGH TICKETS issued passengers to Europe or to cities in the United States or Canada are good for transporation to the Missouri River, by the CENTRAL & UNION PACIFIC RAILWAYS only. East of the Missouri River, passengers have the choice of various Railway lines to New York, *viâ* Chicago, St. Louis, Niagara Falls, Washington, Philadephia, Etc.

Particulars of the various routes can be obtained on application.

Special rates (first class only) are granted to Missionaries, members of the Naval, Military, Diplomatic, and Civil Services, to European officials in service of China and Japan, and to Government officials and their families.

Through Bills of Lading issued for transportation to Yokohama and other Japan Ports, to San Francisco, to Atlantic and Inland Cities of the United States, viâ Overland Railway, to Havana, Trinidad, and Demerara, and to ports in Mexico, Central and South America, by the Company's and connecting Steamers.

Freight will be received on board until 4 p.m. the day previous to sailing. Parcel Packages will be received at the office until 5 p.m., same day; all Parcel Packages should be marked to address in full; value of same is required.

Consular Invoices to accompany Cargo destined to points beyond San Francisco in the United States, should be sent to the Company's Offices in Sealed Envelopes, addressed to the Collector of Customs at San Francisco.

For further information as to Passage and Freight, apply to the Agency of the Company, No. 72, Queen's Road Central.

J. S. VAN BUREN,
Agent.

Hongkong, February 21, 1893. 348

Occidental & Oriental Steam-Ship Company.

TAKING CARGO AND PASSENGERS TO JAPAN, THE UNITED STATES, MEXICO, CENTRAL AND SOUTH AMERICA, AND EUROPE, *VIA* THE OVERLAND RAILWAYS, AND ATLANTIC & OTHER CONNECTING STEAMERS.

PROPOSED SAILINGS FROM HONGKONG.
Belgic.....THURSDAY, March 30.
Oceanic, v. Honolulu.TUESDAY, April 18.
Gaelic, v. Honolulu.TUESDAY, May 9.

THE Steamship *BELGIC* will be despatched for San Francisco, viâ Yokohama, on THURSDAY, the 30th March, at 1 p.m., connection being made at Yokohama with Steamers from Shanghai and Japan Ports.

Through Passagers Tickets granted to England, France, and Germany by all trans-Atlantic lines of Steamers, and to the principal cities of the United States or Canada. Rules may be obtained upon application.

THROUGH TICKETS issued passengers to Europe or to cities in the United States or Canada are good for transportation to the Missouri River by the CENTRAL and UNION PACIFIC RAILWAYS only. East of the Missouri River, passengers have the choice of various Railway lines to New York, *viâ* Chicago, St. Louis, Niagara Falls, Washington, Philadelphia, Etc.

Particulars of the various routes can be obtained on application.

Special rates (first class only) are granted to Missionaries, members of the Naval, Military, Diplomatic, and Civil Services, to European officials in service of China and Japan, and to Government officials and their families.

Through Bills of Lading issued for transportation to Yokohama and other Japan Ports, to San Francisco, to Atlantic and Inland Cities of the United States, viâ Overland Railway, to Havana, Trinidad, and Demerara, and to ports in Mexico, Central and South America, by the Company's and connecting Steamers.

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Hongkong, February 21, 1893. 348

'CHINA REVIEW' BACK NUMBERS

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Cargo will be received on board until 4 p.m. Parcels and Specie (Gold) at the Office until 4 p.m. on the day before sailing.

Silk and Valuables for Europe will be transhipped at Colombo; General Cargo for London will be conveyed *viâ* Bombay. Tea will be sent either *viâ* Bombay or Colombo according to arrangement.

For further Particulars regarding FREIGHT and PASSAGE, apply to the PENINSULAR & ORIENTAL STEAM NAVIGATION COMPANY'S Office, Hongkong.

The Contents and Value of Packages are required to be declared prior to shipment.

Shippers are particularly requested to note the terms and conditions of the Company's Black Bills of Lading.

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This Steamer takes Cargo and Passengers for MARSEILLES.

H. H. JOSEPH,
Superintendent.

P. & O. S. N. Co.'s Office,
Hongkong, March 6, 1893. 439

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Le Directeur Général de Kébao,
HENRY PORTAL.

Kébao le 10 Decembre, 1892. 2234

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THE MIIKE COAL is a bituminous Coal of dark reddish colour. For Steam purposes, it has been pronounced to be THE BEST AND THE MOST ECONOMICAL OF ALL THE JAPANESE COALS.

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ATTENTION is called to the following ADVANTAGES to Shipowners and Captains, who Coal their Bunkers direct from the Undersigned:—

Freshness of the Coal.
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Supply in any quantity on shortest notice.
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Hongkong, October 1, 1892. 1714

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Hongkong, February 1, 1893. 195

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CANADIAN PACIFIC RAILWAY COMPANY'S ROYAL MAIL STEAMSHIP LINE.

1893.  1893.

THE FAST ROUTE BETWEEN CHINA, JAPAN AND EUROPE, *VIA* CANADA AND THE UNITED STATES.
(*Calling at* SHANGHAI, NAGASAKI, KOBE, YOKOHAMA & VICTORIA, B.C., TWIN SCREW STEAMERS—10,000 HORSE POWER.

PROPOSED SAILINGS FROM HONGKONG.
EMPRESS OF JAPAN.....6,000 do. .....WEDNESDAY.....22nd March.
EMPRESS OF CHINA.....6,000 do. .....WEDNESDAY.....12th April.
EMPRESS OF INDIA.....6,000 do. .....WEDNESDAY.....3rd May.
EMPRESS OF JAPAN.....6,000 do. .....WEDNESDAY.....24th May.
EMPRESS OF CHINA.....6,000 do. .....WEDNESDAY.....14th June.

THE STEAMERS of this Line pass through the famous INLAND SEA of JAPAN, and call at VICTORIA, B.C., to land and embark passengers.

The Mountain Scenery on the Canadian Pacific Railway surpasses that of any other Trans Continental Route.

Passengers booked to all the principal points in Canada and United States, and also through to Great Britain and the Continent of Europe at current rates, with passengers' choice of Atlantic Line.

RETURN TICKETS.—Time limit for prepaid return ticket is reckoned from date of re-embarking at Vancouver.

Special Rates (first-class only) are granted to Missionaries, members of the Naval, Military, Diplomatic and Civil Services, and to European officials in service of China or Japan.

The Canadian Pacific Railway is the only Trans-continental Line extending from the Pacific to the Atlantic Seaboard, and running its own Sleeping Coaches through without change. The Dining Cars and Mountain Hotels on the Route are owned by the Company and their appointments and cuisine are unexcelled.

The Steamers on the Pacific and all Day, Sleeping and Dining Cars are comfortably heated by Steam during the Winter Season.

For further information as to Passage and Freight, apply to

E. HOLLOWAY, *General Agent.*

Hongkong, February 20, 1893. 216

Intimations.

"KEATING'S COUGH LOZENGES."
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"KEATING'S COUGH LOZENGES."

"A SIMPLE FACT ABOUT" KEATING'S COUGH LOZENGES. Ask throughout the world, in any country that can be named, you will find them largely sold. There is absolutely no remedy that is so speedy in giving relief, no certain to cure, and yet the most delicate can take them.

UNRIVALLED REMEDY.
UNRIVALLED REMEDY.
UNRIVALLED REMEDY.
UNRIVALLED REMEDY.

"91, Commercial Road, Peckham, July 12.
"DEAR SIR,—I am a poor hand at expressing my feelings, but I should like to thank you. Your lozenges have done wonders in relieving my terrible cough. Since I had the operation of 'Tracheotomy' (the same as the late Emperor of Germany, and unlike him, thank God, I am still alive) performed at St. Bartholomew's Hospital, no one could possibly have had a more violent cough; it was so bad at times that it quite exhausted me. The mucus, which was very copious and hard, has been softened, and I have been able to get rid of it without difficulty.—I am, sir, yours truly, J. HILL."

MEDICAL NOTE.

The above speaks for itself. Even strict inquiry it appears that the benefit from using Keating's Cough Lozenges is understated. The operation was a specially severe one, and was performed by the specialist, Dr. H. T. Butlin, of St. Bartholomew's Hospital. Since the operation the only means of relief is the use of these Lozenges. So successful are they that one affords immediate benefit, although from the nature of the case the throat irritation is incurable.

UNRIVALLED TESTIMONY.

Under date Sept. 8th, 1891, Mr. Hill again writes: "I should long since have been dead, but for your Lozenges—*they are worth their weight in gold.* I will gladly see and tell anyone what a splendid cough remedy they are.

Keating's Cough Lozenges the unrivalled remedy for COUGHS, HOARSENESS and THROAT TROUBLES, are sold in Bottles by all Chemists.

TRADE MARK.

CALDBECK, MACGREGOR & Co.,
Wine and Spirit Merchants,
13, QUEEN'S ROAD.

Hongkong, August 18, 1891. 1612

WINDSOR HOTEL,
(*in Connaught Buildings*),
QUEEN'S ROAD, HONGKONG.

THE Private Hotel heretofore carried on in WINDSOR HOUSE has now been Removed to CONNAUGHT HOUSE.

Cuisine under European management. Each Bed-room has its own Bath-room. Hot and Cold water. Passenger Elevator to all Floors.

Charges from $2 per day upwards.

Special Rates for Families or Permanent Boarders. Offices and Rooms to let Unfurnished, and Rooms with or without Board, by day or month. Apply at the Office, No. 37, 3rd Floor.

Hongkong, August 23, 1892. 1534

Dr. ESHNJEE'S
WONDERFUL RING.

GOOD morning, Gentlemen? Do you wish to prevent premature death from diseases, then ask at once for ESENJEE'S WONDERFUL RING? It cures Coughs, Colds, Asthma, Bronchitis, Piles, Liver Complaints within a short period, and rapidly cuts short all attacks of Epilepsy, Spasms, Colic, Palpitation, Hysteria, and it keeps the blood free from all diseases by putting it only on the finger of the left hand. I can strongly state as a means of preserving and restoring health it is unequalled, as it has been used by several European Ladies and Gentlemen with great success, for which I hold several unsolicited testimonials. It is the most wonderful discovery of the day. I have no hesitation in stating before the public that all households should not be without it; and its price is also very little, only Rs. 1/8 including packing and postage, &c. Dozen Rs. 12/-; ½ dozen Rs. 7/8. Apply to

DR. R. ESENJEE,
35, *Beckoo Chatterjee's Street,*
CALCUTTA.

No V. P. P. System—Please send cash with order. 1989

Not Responsible for Debts.

Neither the Captain, the Agents, nor Owners will be Responsible for any Debt contracted by the Officers or Crew of the following Vessels, during their stay in Hongkong Harbour:—

BANDANEIRA, British barque, Capt. J. C. Jenn.—Jardine, Matheson & Co.

CELTIC CHIEF, British ship, Capt. Owen.—Jardine, Matheson & Co.

HELEN BREWER, Hawaian ship, Capt. A. W. Newell.—Shewan & Co.

To Let.

TO LET.

OFFICES—1ST and 2ND FLOORS of No. 4, Queen's Road Central, over the BANK OF CHINA, JAPAN & STRAITS, LTD.

Nos. 11 and 12, COOMBE ROYAL—a Large FURNISHED HOUSE at MAGAZINE GAP.

No. 10, OLD BAILEY.

No. 7, PRAYA CENTRAL, at present occupied by the NEW ORIENTAL BANK IN LIQUIDATION.

New HOUSES in RIPON TERRACE, Bonham Road, near Breezy Point.

New HOUSES in ELGIN STREET, PEEL STREET and STAUNTON STREET.

No. 4, BLUE BUILDINGS.

FLOORS in BLUE BUILDINGS.

OFFICES—SECOND FLOOR, Praya Central (lately occupied by Messrs. DUNN, MELBYE & Co.).

GODOWN, No. 1a, BLUE BUILDINGS.

SEMI-DETACHED HOUSES, at MAGAZINE GAP. Very cheap rental.

Nos. 21 and 23, CAINE ROAD.

No. 5, VICTORIA VIEW, KOWLOON.

GROUND FLOORS, No. 5, SHELLEY STREET.

Apply to

THE HONGKONG LAND INVESTMENT & AGENCY Co., LTD.

Hongkong, March 7, 1893. 449

TO LET.

NO. 8, KNUTSFORD TERRACE, KOWLOON.

Apply to

THE HONGKONG LAND INVESTMENT & AGENCY Co., LTD.

Hongkong, March 7, 1893. 450

TO LET.

NO. 6, QUEEN'S ROAD (lately occupied by ATACK).

No. 49, POTTINGER STREET.

Apply to

DAVID SASSOON, SONS & Co.

Hongkong, February 9, 1893. 238

TO LET.

NO. 2, PEDDER'S STREET, next to the Post Office—suitable for OFFICES or CHAMBERS.

Apply to

G. C. ANDERSON,
13, *Praya Central.*

Hongkong, March 1, 1893. 390

HONGKONG HOTEL Co., LD.

NOTICE.

ROOMS TO LET.

FOR OFFICES and/or CHAMBERS on the Ground and First Floors of the HOTEL, facing QUEEN'S ROAD and PEDDER STREET. With immediate entry if required.

For Particulars, apply to

R. LYALL,
Secretary.

Hongkong, December 8, 1892. 2153

TO LET.

NO. 4, 'CAMERON VILLAS,' Peak—A Large and Commodious FAMILY RESIDENCE. Possession on 31st March next.

HOUSES, Nos. 21 and 26, 'BELILIOS TERRACE,' Robinson Road.

ROOMS on Top Floor of No. 10, IDE HOUSE STREET, above the 'City Club.'

HOUSE, No. 1, DUDDELL STREET, or in Flats.

GODOWNS in DUDDELL STREET.

HOUSE, No. 3, 'BEACONSFIELD ARCADE,' facing Parade Ground.

ROOMS on First Floor of House No. 24, 'BANK BUILDINGS,' Queen's Road.

ROOM in 'BEACONSFIELD ARCADE,' Queen's Road.

BUNGALOW 'DELMAR,' Yow-ma-tee.

GODOWNS or OFFICES, First Floor, at back of 'MARINE HOUSE.'

Apply to

BELILIOS & Co.

Hongkong, March 2, 1893. 409

TO LET,—From May next.—HERMITAGE, CAINE ROAD—FURNISHED. Rent moderate.

For Particulars, apply to

R. O. WILCOX,
70, *Queen's Road Central.*

Hongkong, March 6, 1893. 433

THE REVENUE OF CHINA.

A SERIES OF ARTICLES, *Reprinted from 'The China Mail.'* WITH AN APPENDIX.

THIS PAMPHLET is Now Ready, and may be had at the OFFICE OF THIS PAPER, Messrs. LANE, CRAWFORD & Co.'s, Messrs. KELLY & WALSH'S, And Mr. W. BREWER'S.

Price, ... 50 Cents.

Merchant Vessels in Hongkong Harbour.

Exclusive of late Arrivals and Departures reported to-day.

To facilitate finding the position of any vessel in the Harbour, the Anchorage is divided into eleven Sections, commencing at Green Island. Vessels near the Hongkong shore are marked *h.*, near the Kowloong shore *k.*, and those in the body of the Shipping or midway between each shore are marked *c.*, in conjunction with the figures denoting the sections.

Section.
1. From Green Island to the Gas Works.
2. From Gas Works to Jardine's Wharf.
3. From Jardine's Wharf to the Harbour Master's Office.
4. From Harbour Master's to the P. and O. Co.'s Office.
5. From P. and O. Co.'s Office to Pedder's Wharf.
6. From Pedder's Wharf to the Naval Yard.
7. From Naval Yard to Blue Buildings.
8. From Blue Buildings to East Point.
9. From Kellett's Island to North Point.
10. Kowloon Wharves.
11. Jardine's Wharf.

Vessel's Name.	Anchor Sec.	Captain.	Flag and Rig.	Tons.	Date of Arrival.	Consignees or Agents.	Destination.	Remarks.
Steamers								
Achilles	5 c	Bartlett	Brit. str.	1340	Mar. 7	Butterfield & Swire	Singapore & L'pool	To-morrow
Alwine	...	Petersen	Ger. str.	400	Feb. 19	Wieler & Co.		K'loon Dock
Amigo	2 c	Bendixen	Ger. str.	771	Mar. 4	Wieler & Co.	Saigon	To-morrow
Ask	...	Storm	Danish str.	682	Feb. 24	A. R. Marty	Haiphong	K'loon Dock
Benalder	3 h	McIntosh	Brit. str.	1285	Mar. 3	Gibb, Livingston & Co.		
Benledi	3 c	Clark	Brit. str.	1481	Mar. 3	Chinese		
Bormida	5 c	Francisco	Italian str.	1596	Mar. 4	Carlowitz & Co.	Bombay, &c.	11th inst.
Cass	5 c	Jensen	Chi. str.	705	Feb. 26	Order		
Catharine Apcar	5 c	Spence	Brit. str.	1733	Mar. 7	David Sassoon, Sons & Co.	S'pore & Calcutta	
Chingtu	5 c	Innis	Brit. str.	3000	Mar. 1	Butterfield & Swire	Yokohama	To-morrow
Devawongse	4 c	Anderson	Brit. str.	1057	Mar. 8	Yuen Fat Hong	Bangkok	
Donar	3 c	Grundmann	Ger. str.	1015	Mar. 8	Lauts & Wegener		
Empress of Japan	5 c	Lee	Brit. str.	3003	Mar. 3	Canadian Pacific Railway Co.	Vancouver	
Evelyn	5 c	Wood	Brit. str.	1529	Mar. 8	Captain		
Friggs	10	Nagel	Ger. str.	1400	Mar. 4	Siemssen & Co.	Bombay, &c.	To-day
Gisela	5 c	Nicolich	A-Hun. str.	2643	Mar. 5	David Sassoon, Sons & Co.	Bombay	To-day
Glenogle	5 c	Duke	Brit. str.	3008	Mar. 6	Jardine, Matheson & Co.	Shanghai	To-morrow
Haiphong	5 h	Galletti	Fch. str.	874	Mar. 7	Messageries Maritimes	Haiphong	11th inst.
Hankow	4 c	West	Brit. str.	2345	Mar. 7	Dodwell, Carlill & Co.	New York, &c.	11th inst.
Holstein	3 c	Brühn	Ger. str.	985	Mar. 2	Wieler & Co.		
Kwang Lee	3 h	Lincoln	Chi. str.	1504	Mar. 8	C. M. S. N. Co.		
Lennox	5 c	Ward	Brit. str.	1327	Mar. 2	Dodwell, Carlill & Co.		
Mathilde	5 c	Moes	Ger. str.	600	Mar. 4	Siemssen & Co.	Bangkok	To-day
Memnon	10	Branch	Brit. str.	825	Mar. 3	Butterfield & Swire	Sandakan	To-day
Mongkut	2 h	Stonham	Brit. str.	859	Mar. 6	Yuen Fat Hong		
Nanchang	3 c	Finlayson	Brit. str.	1052	Mar. 7	Butterfield & Swire		
Nanshan	3 h	Blackburne	Brit. str.	805	Mar. 4	Hop Hing Hong	Amoy	To-morrow
Niersteiu	3 h	Albers	Ger. str.	731	Mar. 7	Melchers & Co.		
Ningpo	...	Lehmann	Ger. str.	762	Dec. 31	Siemssen & Co.	Shanghai	K'loon Dock
Nizam	5 c	Tillard	Brit. str.	1615	Mar. 6	P. & O. S. N. Co.	Singapore	14th inst.
Nürnberg	10	Blanke	Ger. str.	2007	Mar. 7	Melchers & Co.	Yokohama & Hiogo	
Ooryia	...		Brit. str.	419	May 23	Butterfield & Swire		K'loon Dock
Pilot Fish	1 h	Stopani	Brit. tug.	161	.....	H. K. & W. Dock Co.		
Pollux	3 c	Seifken	Ger. str.	893	Mar. 4	Tong Kee & Co.	Saigon	10th inst.
Soochow	3 c	Martin	Brit. str.	999	Mar. 5	Butterfield & Swire	Shanghai	To-morrow
Sungkiang	5 c	Dodd	Brit. str.	994	Mar. 5	Butterfield & Swire	Amoy	To-morrow
Tetartos	5 c	Breitung	Ger. str.	1578	Mar. 7	Siemssen & Co.		
Thales	5 c	Bathurst	Brit. str.	819	Mar. 8	Douglas Steamship Co.	Coast Ports	To-morrow
Yuensang	3 c	Siessar	Brit. str.	1150	Mar. 2	Jardine, Matheson & Co.	Swatow, &c.	To-day
Zambesi	8 c	Edwards	Brit. str.	1570	Feb. 24	Dodwell, Carlill & Co.		
Sailing Vessels								
Bandaneira	8 k	Jenn	Brit. bqe.	1775	Feb. 10	Jardine, Matheson & Co.		
Birma	1 c	Hollmann	Ger. bqe.	1430	Jan. 12	Jardine, Matheson & Co.		
Celtic Chief	8 c	Owen	Brit. sh.	1749	Mar. 4	Jardine, Matheson & Co.		
Charon Wattana	5 c	Koch	Siam. bqe.	654	Feb. 7	Chinese		
Churchstoke	5 k	Butland	Brit. bqe.	473	Dec. 24	Siemssen & Co.		
Coloma	4 k	Noyes	Amer. bqe.	814	Feb. 7	Kowloon Dock Co.		
Gov. Robie	5 c	Butman	Amer. sh.	1661	Feb. 3	Jardine, Matheson & Co.		
Harvard	1 k	Ockord	Amer. bqe.	987	Nov. 25	Captain		
Helen Brewer	...	Newell	Haw. sh.	1516	Jan. 24	Shewan & Co.		K'loon Dock
Papa	5 h	Thoem	Brit. bqe.	748	Jan. 17	Wieler & Co.		
Velocity	...	Martin	Brit. bqe.	491	Feb. 25	Chinese		K'loon Dock
Wm. Le Lacheur	5 k	Reynell	Brit. bqe.	573	Mar. 5	Gibb, Livingston & Co.		

Her Britannic Majesty's Ships on the China Station.

Name.	Rig.	Tons.	Guns.	I.H.P.	Captain.	Where at.
Alacrity	despatch-vessel	1700	4	3180	Com. George A. Callaghan	Hongkong
Archer	cruiser 3rd class	1770	6	—	Comd. Scott Rogers	Singapore
Caroline	cruiser 3rd class	1400	14	1440	Captain Ch. F. Norcock	Shanghai
Egeria	surveying ship	740	—	—	Commander A. M. Field	On a cruise
Esk	g-bt. 3rd class coast defence	363	3	340	Lt.-Com. Arthur H. Ravenhill	Chungsha
Firebrand	gunboat 2nd class	455	4	460	Lieut.-Com. L. G. Tufnell	Singapore
Impérieuse	twin-screw battle ship	8400	10	10000	Captain J. M. McQuhae	Singapore
Leander	cruiser 2nd class	4300	10	5500	Captain Castle	Yokohama
Linnet	gun-vessel 2nd class	756	5	1057	Commander Chisholm Batten	Shanghai
Mercury	cruiser 2nd class	3730	13	7290	Capt. Wilmot H. Fawkes	Hongkong
Pallas	cruiser	2575	20	7500	Captain Angus MacLeod	Singapore
Peacock	gunboat 1st class	750	6	1200	Lieut.-Commander Ingram	Shanghai
Penguin	cruiser	1013	2	140	Captain W. N. Moore	Hongkong
Pigmy	gunboat 1st class	755	6	1200	Lieut.-Com. Phillips	Hongkong
Plover	gunboat 1st class	755	6	1200	Lieut.-Com. F. C. B. Addington	Hongkong
Porpoise	cruiser 3rd class	1770	6	3500	Commander Burr	Hankow
Rattler	gunboat 1st class	715	6	1200	Lieut.-Com. G. Haugh	Shanghai
Redpole	gunboat 1st class	805	6	1200	Lieut.-Com. C. G. May	Hongkong
Severn	cruiser 2nd class	4050	12	6000	Captain Henderson	Shanghai
Swift	gun-vessel 2nd class	756	5	1010	Commander Kirby	Hongkong
Tweed	g-bt. 3rd class coast defence	363	3	340		Hongkong
Victor Emanuel	receiving ship	5157	14	—	Commodore H. B. Palliser, R.N.	Hongkong
Wivern	coast defence ship, armoured	2750	4	1450		Hongkong

Torpedo Boats in Reserve Nos. 8, 20, 35, 36, 37 and 38, first class; and 3 second class boats.

* Flagship of Vice-Admiral the Hon. E. Fremantle, K.C.B., C.M.G.

☞ H. B. M. Ships' tonnage, displacements and effective horse powers are given according to H. M. Navy list.

Foreign Men-of-war on the China and Japan Station.

Name.	Flag and Rig.	Tons.	Guns.	H.P.	Captain.	Where at.
Alcout	Russian gunboat	800	—	—	Captain Parenego	Nagasaki
Alert	U. S. corvette	1020	8	—	Captain Wainwright	Hongkong
Aspic	French gunboat	470	4	450	Commander Journet	Kiukiang
Bengo	Portuguese gunboat	462	—	—	Captain J. J. Moreira	Macao
Charleston	U. S. cruiser	3730	8	—	Captain Romey	Kobe
Curtatone	Italian sloop	1400	4	1100	Captain Olivari Cav. Antonio	Singapore
Dia	Portuguese gunboat	706	—	—	Captain H. M. Gomes	Macao
Forfait	French cruiser	2200	—	—	Captain Reclut	Swatow
Iltis	German gunboat	487	4	330	Captain Bandisin	Tientsin
Inconstant	French gunboat	800	—	—	Capt. Bory	Wuhu
Koreyetz	Russian man-of-war	1200	—	—	Captain Ph. Filisoff	Hongkong
Lancaster	U. S. cruiser	2120	—	—	Capt. McCormack	Hongkong
Leipzig	German frigate	3700	—	—	Captain Hornung	Singapore
Lion	French gunboat	460	—	—	Lieutenant Papaix	
Lutin	French gunboat	485	4	420	Captain Nány	Touron
Marion	U. S. corvette	1900	7	1170	Commander Gridley	Saigon
Mandjour	Russian cruiser	1700	—	—	Captain V. Brandt	Hankow
Monocacy	U. S. sloop	1370	6	1470	Lieut.-Com. Barber	Shanghai
Pamiat Azova	Russian cruiser	6500	—	—	Captain Bauer	Amoy
Palos	U. S. gunboat	420	6	500	Lieut.-Com. Rich	Nagasaki
Petrel	U. S. gunboat	884	—	—	Lt.-Com. M. R. S. Mackenzie	On a cruise
Pluvier	French gunboat	640	—	440	Lieut.-Commander Lapied	Haiphong
Reina Cristina	Spanish cruiser	3000	—	—	Captain Pesquin Thanez	K'loon
Sivoutch	Russian cruiser	900	1	1000	Commander Plaksin	
Takout	Russian gunboat	705	—	—	Captain Chinilusky	
Triomphante	French cruiser	4500	—	—	Capt. Borel de Brétizel	Hongkong
Ulloa	Spanish cruiser	1130	5	1600	Captain Diaz	Shanghai
Villars	French cruiser	2400	15	650	Captain Thounens	Shanghai
Vipere	French gunboat	480	4	425	Commander Constolla	Shanghai
Vitiaz	Russian cruiser	2560	—	—	Captain Zarine	
Wolf	German gunboat	334	6	340	Captain Hellhoff	Hankow
Zabiaka	Russian cruiser	500	—	—	Captain Domojirow	Manila

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